

12 JULY 1973 15p

FULL GUIDE TO JOHN PLAYER GP AT SILVERSTONE

# AUTOSPORT

*Hunt/Fearnall (Camaro) take Tour of Britain*







## Our cars are built for summers like this.

The Moskvich finds life quite easy in a hot climate like we have here in Britain.

Back in Russia, it's built to start easily at sub-zero temperatures.

It has a 2-speed heater that will keep you snug at 20 below.

Headlamps designed to guide you through the densest mist. (England hasn't cornered the world's fog yet).

And safety features that include

servo-assisted brakes, a collapsible steering column, an anti-dazzle driving mirror and burst-proof locks.

The Moskvich, slightly spruced up, even managed to run away with two Group One Production Car Championships in its first year of racing here.

It probably thought it was back at home.





# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

July 12 1973 Volume 52 No 2

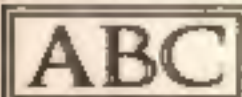
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Ford, here represented by Roger Clark at Knebworth, were among the works teams beaten by a private entry on the Tour of Britain.



**Publisher:** Simon Taylor  
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## EDITORIAL

### Touring success

After the undoubted success of this year's Avon Motor Tour of Britain, which finished last Sunday night in Bath, plans are already afoot for an even more ambitious event next year. The BRSCC's Peter Browning, the visionary who was largely responsible for the concept of the event, is talking in terms of a loop to Scotland and a greater number of special stages. This year's event ran with amazing smoothness, and the whole of the organisational team are to be congratulated upon their efforts.

Certainly no one could have hoped for a closer result. There was an extremely close-run thing for the lead between James Hunt's winning Chevrolet Camaro and Gordon Spice's Ford Capri. The first of the Alfa Romeos, driven by John Handley, was third and a scant two seconds covered the next three finishers after 1000 miles—Adrian Boyd, Dave Matthews and Stan Clark.

The only problem was one that concerns Group 1 racing in general and was by no means peculiar to the Tour of Britain. That was the question of those so-called road tyres which almost all the competitors used. They are of course little more than heavily disguised racing tyres—and expensively disguised at that too. The going rate for those ubiquitous Michelin racers was £40 apiece, and that only if you were privileged enough to be able to buy them. Even a Firestone racing slick, for instance, costs only £32.

To be competitive it was necessary to have some of these sham road tyres. But the situation did not detract from the event itself because practically all of the people who wanted them managed to buy specials of some sort. However, there is no doubt that the regulations will need re-writing before next season gets under way. Genuine road tyres or proper racers—there are arguments for both—are required, but the half-way state of affairs which currently exists is entirely unsatisfactory.

### Go to Silverstone!

It was, as Wellington remarked, a close-run thing. The John Player Grand Prix, which takes place at Silverstone this Saturday, was thrown into considerable jeopardy when the promoters and F1 Association failed to agree financial terms until very late in the day. The British race-going public should express their gratitude that an agreement was reached by going in record numbers to Silverstone's big event of the year.

Formula 1 has produced some fantastically close racing this year, and after eight rounds in the World Championship the John Player Specials led the Tyrrells by a scant one point and Jackie Stewart heads Emerson Fittipaldi by a similar amount in the drivers' section. With such prospects in the main race Silverstone's 25th anniversary will be a memorable occasion.

#### our cover picture

James Hunt provided a surprise result in the Avon Motor Tour of Britain last weekend by winning in the Richard Lloyd/A. J. Rivers Chevrolet Camaro. Here he is followed by Mike Woolley's BMW 3.0 Si at Oulton Park.

Photo: Colin Taylor Productions



## Williamson to drive works STP March F1 at Silverstone

Roger Williamson's F1 car for the British Grand Prix was finally fixed last weekend. He will make his F1 debut in the works STP March 731. The deal was apparently done by Tom Wheatcroft and Max Mosely at the end of last week and Williamson only knew of it on Sunday. He went for a fitting at Bicester on Monday and was testing it at Silverstone on Tuesday reporting that he was "very happy with the car."

Williamson's inclusion in the works team means that because of the lack of time to build a new car, Jean-Pierre Jarier will not be at Silverstone. Jarier, who is of course the works March F1 and F2 driver, has been making steady progress with the 731 during the year and at the French GP he put in his best F1 performance to date when he was seventh quickest in practice and lying a handy eighth in the race before transmission trouble put him out.

The British GP will of course be Williamson's first ever F1 race although not the first time

he has driven an F1 car at the circuit. At the end of last year he did some testing with BRM and was the first person to lap the GP circuit in under 1 m 17 s and in fact came very close to signing with the Bourne team for the year. However, since then he has only driven in F2 reaching his peak form a couple of weeks ago with a win in the new Wheatcroft March-BMW at Monza.

Plans for future F1 races for Williamson with the March have only been laid up to the Dutch GP which Jarier will be unable to do anyway as he is committed to trying to consolidate his lead in the F2 championship at Mantorp Park. Williamson will therefore give Mantorp a miss because his F2 championship chances are virtually nil and he will be at Zandvoort to gain more F1 experience. What happens after Zandvoort is still not clear although it is certain that Jarier will be back in the car. Presumably if Williamson and Wheatcroft are happy with the car a new one will be built either to run as a second works car

or for Wheatcroft Racing to run privately.

Incidentally, the Wheatcroft-Ford which Williamson was originally entered in for the British GP was entirely fictitious. It was felt that something had to go on the entry form and as Wheatcroft at the time was negotiating with various manufacturers for a chassis, it was thought to be improper to actually name one.

Jean-Pierre Jarier—missing two GPs



Graham McRae—GP debut

## McRae will drive Iso

As we closed for press it was finally announced who would drive Frank Williams' second Iso Marlboro at Silverstone this weekend. Two drivers were on the short list, but the favourite was Formula 5000 ace Graham McRae, who tested the car at Silverstone last Thursday and again on Tuesday. McRae, of course, will be making an F1 debut in the race.

● For the first time this year Andrea de Adamich will be seen in a Brabham BT42. He has chassis No 4, the works training car which was taken to Paul Ricard, and the team will have a brand new car, No 5, as the trainer for Silverstone.

● Motor Race Consultants are still looking for three or four entries for the forthcoming three race Angola sports car series which begins on July 29. The first event will be a three hour race at the new Launda Autodrome followed a week later by a six hour race at Nova Lisboa which will be a round-the-houses event. The final race will be a 500 kms event at Benguela in the south of Angola.

Entries already confirmed are for Roger Heavens/Guy Tunmer or Mario Cabral, Andrew Fletcher/Bill Tuckett, Ian Harrower/James Bell, Tony Birchenough/Lee Kaye, Ian Grob/John Hine and Rob Grant/Peter Humble in the former's Datsun 240Z. Other interested parties with G3 or G4 cars are asked to contact Peter Gaydon and Barry Bland at MRC (01-930 9546).

● It seems that Kent Messenger saloon champion, Imp driver Ray Calcutt, will be out of racing for a year following the loss of his road licence last week following a drinking and driving charge.

● Belgian driver Pierre Soukry made a reappearance in F5000 at Mallory Park last with the Connew PC1 which last appeared in F1 guise in the hands of David Purley at the John Player Victory meeting at Brands Hatch last October.

## Follmer heads easy Porsche 1-2-3 at Atlanta CanAm

The CanAm began to find its 1973 form at Atlanta last weekend. Mark Donohue dominated things, his Penske Sunoco Porsche 917/30 working really well after a few clear weeks of testing. Donohue won Saturday's 40-lap heat with ease and was driving away with Sunday's 50-lap heat when a fuel union came apart, spraying Mark's back and filling the seat and the cockpit. His blue Porsche lost over 1 m in the pits while the union was replaced, and a bucket of water

thrown across Donohue's burning back.

George Follmer, driving Charlie Kemp's 917/10 with its manually controllable turbocharger boost switch, took the lead while Donohue was in the pits, and the RC Cola Porsche drove on to a 51 s win. Donohue charged on with the super-Porsche, beating the lap record by over 2 s in his efforts to catch up.

Had it not been for the stop Donohue would have been uncatchable after winning Saturday's heat by almost a full minute. Jody Scheckter was a lonely third, losing time with chunking rear tyres on his Vasek Polak 917/10 Porsche and finishing a lap behind Follmer. As at Mosport, Donohue, Follmer and Scheckter were the only men to make this CanAm look like a motor race.

David Hobbs had some decent luck for once, his ex-Revson Carling Black Label McLaren M20 finishing in fourth place in both heats, although three laps behind at the end. Mario Andretti arrived for practice with his Commander Motor Homes McLaren M20, but the turbocharged Gene Crowe Chevy was beset with bothers and the car was withdrawn before the start.

An extremely thin field of 16 cars started under a glaring Atlanta sun which resulted in temperatures in the mid-90s on both days.

Canadian-American Challenge Series, round 2  
90 laps, 226.4 miles  
Road Atlanta, July 7-8.

1. George Follmer (5.0 Porsche 917/10), 1 h 55 m 45.4 s, 117.05 mph
2. Mark Donohue (5.4 Porsche 917/30), 1 h 56 m 36.9 s
3. Jody Scheckter (5.0 Porsche 917/10), 1 h 59 laps
4. David Hobbs (8.1 McLaren-Chevrolet M20), 87.1
5. Harley Hayward (5.0 Porsche 917/10), 85.1
6. Bob Nagel (8.1 Lola-Chevrolet T260), 83

Poleman lap: Donohue, 1 m 40.0 s, 122.74 mph (record).

Mark Donohue—unlucky second



George Follmer—CanAm winner



## The Goral Tecno

At last the British designed Tecno has been completed at the Bologna factory. Politics allowing Chris Amon should be able to test the car in the immediate future and it is virtually certain that it will be taken to Silverstone this weekend but with so little time available for testing it is thought that the original Alan McCall car will be used.

The new car, sponsored of course by Martini, was designed by Gordon Powell of Goral Engineering and all the major components were manufactured in Britain although the final assembly and rear suspension frame were completed in Italy.

The car was commissioned by Martini late last year and the shortage of time dictated a traditional design capable of development for 1974. As the 12-cylinder flat 12 Tecno engine is somewhat heavier than the average F1 engine it was considered important to save as much weight as possible on the chassis. Consequently the double wall foam filled monocoque construction weighs a mere 105 lbs, yet is exceptionally rigid. John Thompson (TC Prototypes) was responsible for the monocoque construction, his craftsmanship and great F1 experience helping largely in the project.

The aerodynamic pressure distributions have been calculated by Professor Tom Boyce, aiming to give the driver a stable and predictable platform under a wide range of conditions. A clean air-penetration of the body is achieved with a chisel nose shape with air for the front mounted radiator taken in from below through a single NACA

duct. At the rear the elements have been arranged to allow as clean a flow of air as possible to the rear aerofoil.

Engineer Bill Bianco was mainly responsible for the type of body construction used; this is a sandwich construction, first developed by Marston during the last war for jet fighter nose cones, employing two very light glassfibre layers sandwiching a polystyrene board. The latest nose pieces weigh under 10 lbs, which includes the internal ducting and have a strength and finish superior to normal carbon filament structures.

The fuel tankage has been calculated to give a change of weight distribution between full and empty tanks of less than two per cent.

The mounting of the front brakes outboard of the suspension dictated the use of a front mounted radiator to maintain an acceptable ratio of sprung to unsprung weight.

The suspension geometry has been developed in close association with Firestone tyre technicians to give the tyres the proper geometry. As the suspension links are mounted on separate alloy pick up blocks the suspension can be revised with alterations to tyre specifications without the necessity of modifying the chassis itself. The chassis has been designed to accept the forthcoming Tecno flat eight F1 engine as well as the current flat 12.

Bruce McIntosh, formerly of Serenissima and Frank Williams has been responsible for the actual assembly of the car in Bologna.



The Gordon Powell designed Tecno features very smooth lines. The radiator is front mounted, the air being ducted from under the nose cone (above). The tidy rear end features lower parallel link and top wishbone and radius arm suspension (below).



## Gethin tests Ensign

Testing the Ensign MNI F1 car at Silverstone last Thursday was Peter Gethin. Although there is no chance of him racing the car, Mo Nunn asked him to drive it to help with the sorting of the car. Nunn said he was a little disappointed after Ricard in that Rikkl von Opel had been unable to pinpoint any particular problems with the car and he had expected it to be quicker. Gethin's initial impressions of the car were that it was virtually undrivable. However, although they were unable to make any major changes at the circuit, Mo said that they learnt a great deal and that the car would feature some changes to the rear wing for Silverstone. Although Gethin never did more than two or three consecutive flying laps he was going encouragingly quickly and Nunn thinks that von Opel will be fully competitive



Peter Gethin—tests F1 Ensign

with the rest of the runners; "We'll be at least two seconds quicker than we were before."

## Kazato's F2 GRD-BMW

Top Japanese driver Hiroshi Kazato who has shown a great deal of promise in his F2 GRD this year will have a Schnitzer BMW engine in the back of the car at the next F2 meeting at Mantorp Park on July 29.

His GRD is currently at the Schnitzer works having the engine fitted and will then be taken for two days exclusive testing at the Swedish circuit prior to the race. Kazato's Team Nippon team mate Tetsu Ikuzawa's car will be taken as well fitted with a BDG engine and the two cars will be tested

back to back. If Mike Warner is not satisfied with the performance of the BMW engined car it will not be used at Mantorp but kept in Sweden for 10 days testing before the Karlskoga race.

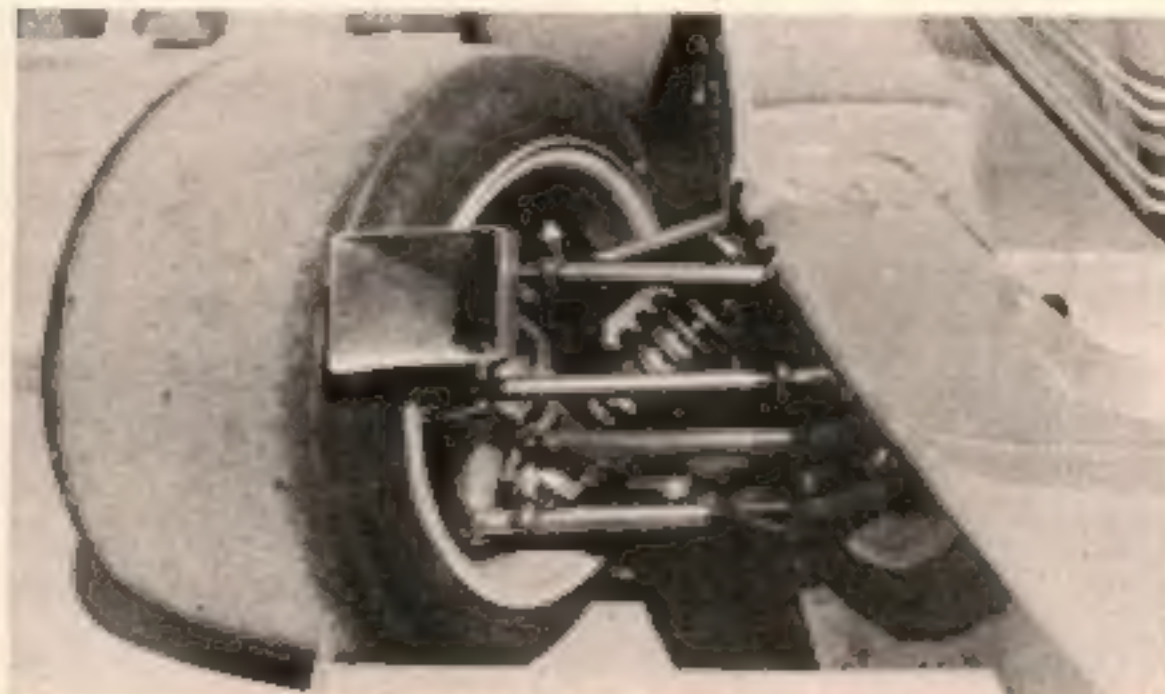
This will be the third Schnitzer prepared BMW engine to appear in F2 this year. The first one was in the Brambilla brothers Marches and they proved no less powerful than the works engines they had before while Wilson Fittipaldi's works Brabham used one at Rouen which revived the fortunes of the marque giving it its first win in F2 this year.

● The round in the European 2-litre Championship scheduled to take place at Osterreichring on September 16 has been cancelled. It is the second cancellation at the Austrian circuit, the July 8 Formula 2 meeting having been called off only two weeks before it was due to take place. Reason for the cancellation is said to be a withdrawal of a deficit guarantee given to the organisers, RRC 13, by the track owners.

● Louis Stanley last week confirmed that BRM are currently developing a new gearbox. The box, the work of Alec Stokes, is said to be a positive stop six-speeder.

● There will, after all, be no combined USAC and Formula 5000 race at Mosport on August 4. After the cancellation of the Dallas L&M round the same weekend, the F5000 drivers are without a race.

The front suspension is by unequal length wishbones. Note the large air scoop for cooling the brakes.





## F3 chassis switching time

It looks as though March Engineering are the main recipients of orders following the annual F3 mid-season chassis switch. After things had been on the boil for a couple of weeks or so a number of drivers took the plunge last week hoping to get their new mounts in time for the biggest F3 race of the year in this country supporting the British GP.

Reportedly down at March's Bicester factory last week were Mo Harness, Mike Wilds, Johnny Gerber and Danny Sullivan. Harness should definitely be at Silverstone with his Modus sponsored car while we were unable to get confirmation that the other major Ensign peddler of the early season, Wilds, would have a car in time for his backers Dempster Developments. American Sullivan who put in a couple of encouraging races with the Ehrlich at the beginning of the year definitely has a 733 while fellow PF graduate Gerber looks likely to have a March but as usual seems unable to make up his mind. The Mexican,

who was not property at the beginning of the year following his FF World Cup win finally did a rent-a-deal with Brabham. However he has been none too happy with the car even though following a switch to Firestone tyres he has recently shown some of the form which brought him to the fore in FF. If he does race the Brabham at Silverstone it will be his last outing in the car. However Bernie Ecclestone said he would be in breach of contract if he left.

### Perkins' choice

The Australian Larry Perkins has had his name connected with virtually every single major F3 manufacturer in the past couple of weeks. It was originally thought that as the leading GRD privateer Mike Warner would lend him Tony Brise's chassis for the rest of the year. Warner confirmed this week that he had offered to do so but seemingly everyone else had done the same. (Perkins' ex-Rousselot GRD

was badly damaged in practice at Ricard). It seemed that the Cowangie Kid had lined up the spare BP Racing Martini and would run as team-mate to the all-conquering Jacques Laffite and Jean-Pierre Paoli. The next story indicated that he would in fact take over the MRE which has been left vacant by the defection of Barrie Maskell/Competition Car to GRD. Anyway finally it was revealed that Perkins was in fact spending last weekend at Walsall—busy preparing a works loaned Ensign would you believe. Mo Nunn confirmed on Monday that the entry which he had made for Colin Vandervell for the GP meeting would in fact be taken up by Perkins as a one-off deal to see how he went. Following that story we thought we had heard the end of it. Don't you believe it following Silverstone Perkins will be driving a new works loaned Brabham. The man is obviously in demand and the only constructor he has not been connected with is the fashionable March . . . next week?

## Swede Savage

We regret to report the death of David "Swede" Savage early last week following the injuries which he sustained at Indianapolis in May. The accident occurred when his Eagle, which was leading at the time, went out of control and slammed into a retaining wall. Savage was one of the most popular and promising drivers in both oval and road circuit racing.

Savage, who was 27, started racing when he was nine in quarter midgets. He later moved on to karts and motorcycles before turning to cars in 1967. In 1968 he joined Dan Gurney's All American Racers team starting a long association with Eagle and Dan Gurney who was his great friend throughout his racing career. Savage never really lost the tag of being Gurney's protégé and in fact showed many of the qualities that made Gurney the top American driver.

Savage competed in CanAm at the age of 21, the youngest driver ever in the series, Nascar and USAC making his name in all categories. He received near fatal injuries in a USAC crash in 1971 but recovered to rejoin the Eagle team in 1972. This year he seemed to be hitting top form once again before Indy and his death robs the scene of one of its best drivers.

AUTOSPORT extends its sympathies to his wife Sheryl and his young daughter.

## Royale record

Royale delivered their 50th RP16 Formula Ford car last week, with another 14 on order this will create a record for the production of a single model by the Huntingdon based company. Total sales this year amount to 83 new cars and Bob King looks forward to achieving his season target of 100.

The next new model from Royale will be a new F3/FA chassis, the prototype of which will be Manfred Schurtl's new F2 car which should make its debut in August.

## Zandvoort and Monza races

Two circuits due to hold Grand Prix in the near future, Zandvoort and Monza, held motor cycle meetings last weekend with very mixed results.

The Dutch circuit, which was unable to hold an F5000 race two weeks previously because the new surface needed time to settle, played host to a motor cycle meeting which apparently went off with no dramas, even though bikes are notorious for ripping up circuits as pedals dig into the surface.

Monza unfortunately had another black weekend. Three motor cyclists were killed in a big pile up during the 250 cc event, this being the second time this year that fatalities have occurred

at the Italian track during motor cycle meetings. Following the first meeting the Mayor of Milan was arrested for allowing the race to take place and of course a few days later a warrant was issued for the arrest of Colin Chapman having been blamed for Jochen Rindt's death in 1970. Quite what happens following the latest disaster is uncertain but it is inconceivable that the F1 circus will go to the circuit unless guarantees are given to all those concerned about their position should there be an accident. The F2 race last month was run without any hitches but last weekend's deaths must throw a doubt on the future of the circuit's licence anyway.

## Depailler plans

It seemed rather surprising that the highly rated Elf sponsored French F2 driver Patrick Depailler was not given his first F1 outing of the year in a Tyrrell at the French GP following his impressive showing in the same race and the American GP last year. Depailler, who was present at the race, explained however that there was no chance of him doing any more F1 with Tyrrell until Jackie Stewart had made certain of the world championship or was unable to win it. Although obviously a little disappointed the Elf driver was enthusiastic about his forthcoming Alpine sports car which he will drive in a team with Jean-Pierre Jabouille between F2 events.

The beautiful car on the left is the Jaguar XJ13. Built six years ago as a new Le Mans challenger and V12 test bed it was shelved in 1967 while the XJ6 was produced. Sadly ever since then it has been kept under wraps. A visit to Silverstone on Saturday will be worthwhile just to see it demonstrated. Tour of Britain winners James Hunt (right) and AUTOSPORT Deputy Editor Robert Fearnall (definitely chasing that bottle!). Mr Fearnall, whose first ever event it was, vowed afterwards that it would be his last. We don't believe him.





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# Pit and Paddock

## Baldwin joins Ensign

Former Lotus designer Dave Baldwin was at the centre of a mystery this week. Conflicting reports suggested that he had left Lotus to join Ensign or GRD. Eventually it turned out that he had joined Mo Nunn at Ensign as from July 1 although he will continue to work in Norfolk for some time due to his wife being ill.

Nunn said he was delighted to have Baldwin's services which will mainly be directed towards new production F3/F2/FA chassis "although Dave of course knows the Lotus 72 like the back of his hand," said Nunn. In fact it was widely rumoured at the beginning of the year that Baldwin had a hand in the design of the Ensign F1 car but this was hotly denied by Nunn at the time.

Baldwin's first project will be to develop an F3 car for the new 2-litre formula which starts next season. Nunn said he hoped that they would be able to adapt the existing chassis although this was by no means certain.

The story about Dave Baldwin rejoining GRD (he was one of

the founder members of the company, before returning to Lotus) seemed to circulate around a rumour that Jo Marquart had in fact left the company. However, Mike Warner said that Marquart was still very much with the company although he did admit that he had approached Baldwin with a view to his returning to Griston. Warner said "Marquart is not leaving GRD; we did approach Dave Baldwin to rejoin us and fill a hole in the development side of the company leaving Jo to concentrate on the design of the F5000 car."

Dave Baldwin—quits Lotus.



## Acknowledgment

We have received the following letter from Iain Birrell, the late Gerry Birrell's brother:

On behalf of Margaret and the Birrell family I would like to thank the many friends who rallied round and made our hill easier to climb.

I would like to say a special thanks to Grahame White, Chevron Cars, for his patience and perseverance with the organisation, in France; to Jacques Patoume, Rouen, for all the assistance he gave to Grahame White; to Stuart Turner and Peter Ashcroft, Ford, for all the help they gave to Margaret in Essex and for their pleasant efficiency in solving many problems; to Jackie and Helen Stewart, Geneva, for their words of comfort to Margaret and my parents; to Basil Laverton, London, for his sound advice; to the telephonist at the Hotel de la Cathédrale, Rouen, for his help and to the unnamed members of Ford France for their efforts.

I would also like to express thanks to all those who extended their thoughts and kindness to us in the past weeks.

## Cadwell Park

After the action of the John Player Grand Prix, Formula 3 competitors will be making their way to Cadwell Park for the Forward Trust Championship meeting on the Sunday. Entries for the Cadwell race will have to qualify in practice for the 15 lap race.

Other races cater for Formula Ford and production saloons, with two heats and a final for the FF contenders.

First race starts at 2.30 pm

## BMW G2 win

Dieter Glemser suffered three broken ribs and leg injuries when his works German Capri crashed during the Nürburgring 8 Hours last Sunday. The accident happened on the 13th lap when Glemser had taken over the leading Capri from Jochen Mass. Mass had taken the lead on the second lap, and with Glemser putting the car out of the race, Mass joined the Fitzpatrick/Larrousse Capri and following a delay with wheel-bearing trouble, was catching Hans Stuck's leading BMW quickly. Then with one hour remaining, a backmarker Mini swung in to the tail of the Mass Capri, bursting the Capri's tyre and rolling it slowly over in the dirt.

Fitted with its newly homologated 3.6-litre engine and rear-wing device, the works BMW CSL of Hans Stuck and Chris Amon won the race completing 41 laps, one more than the second works BMW of Toine Hezemans and Dieter Quester. Another BMW CSL, the Alpina CSL of Niki Lauda and Peter Josten finished third, while the Jackie Stewart/Emerson Fittipaldi Capri succumbed to engine trouble after 2½ hours. The 2-litre class was won by the Alfa of Spataco Dini/Carlo Facetti from the Toyota of Freddy Kottulinsky/Ove Andersson. In the championship positions, BMW now have 70 points over Alfa Romeo with 67 and Ford on 65.

We apologise for not including the report in this week's issue.

## Dave Charlton scores yet again at Natal

Dave Charlton in his Lotus 72D scored yet another win in the South African Championship series by taking first place in the Natal Winter Meeting at the Roy Hesketh Circuit on July 1. It did not look as though it was going to be his day, for Charlton was 0.8 s slower than Eddie Keizan in the Tyrrell after practice, and it was the Tyrrell driver who nipped into the lead and held it quite easily for 10 laps.

Charlton was evidently suffering from a differential problem during practice and therefore could get nowhere near his record of 1 m 7 s. He watched Keizan edge away gradually, and it looked as though the SA champion was going to be beaten once again. However, after only

10 laps the Tyrrell was retired with a broken oil union, and that was that as far as the race was concerned. Paddy Driver had settled into second position with his McLaren M10B, but he was hounded by Ian Scheckter in the leading Team Gunston F2 Chevron. Scheckter was followed by Love, who in turn led the other Lucky Strike Racing F1 car, the March 721 driven on this occasion by John McNicol, making a welcome return to the circuits.

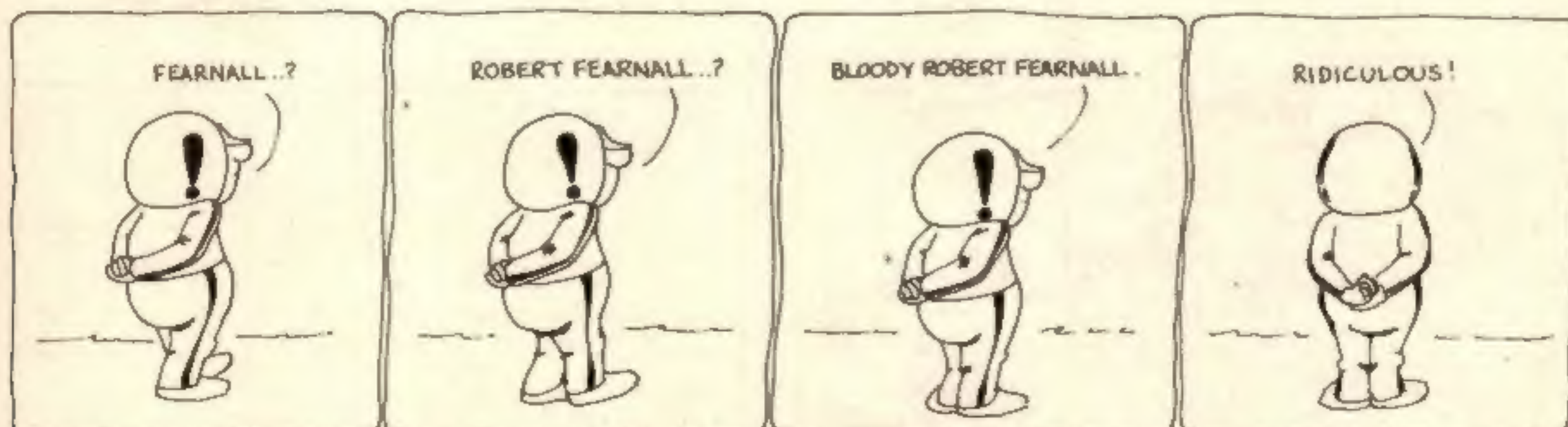
Towards the end of the race, however, Scheckter had a tyre go off and had to slow so that Love and McNicol got by. Then with four laps left, Love had distributor trouble and dropped back to fifth place behind Guy

Tunmer in his March 722, whilst Tony Martin in the ex-works 1972 Chevron finished sixth. Charlton lapped the entire field, and once again it was one of the smallest crowds to attend a national meeting at Roy Hesketh.

● At a recent meeting of South African race promoters, it was decided to recommend to the National Competitions Committee that F1 be dropped from the beginning of 1974 and that the SA Championship be run for F5000 and F2 cars only. On what basis it will be run will be decided by the National Competitions Committee in due course, but the decision has been accepted with glee in most quarters.

## CATCHPOLE

By Barry Foley





Paul Keller and Clemens Schickentanz, driving Kremer Porsche Carrera RSKs, finished first and second in the fifth round of the European GT Championship which took place at Estoril last Sunday. The event was dominated by Porsches, although none of the other manufacturers made the long trip to Lisbon. Keller and Schickentanz shared the two 40-lap heats, the former winning by 2 s.

The supporting 2-litre sports car race the previous day was won by John Lepp's Chevron B23 after Dave Walker's GRD S73 crashed while leading comfortably.

## GT CARS

With no de Tomaso Panteras arriving, all the fighting was among the various Porsche Carreras. Two of the three cars sporting 2.94-litre engines were entered by Kremer and occupied the prime positions on the grid. Paul Keller did 1 m 5.84 s, just pipping Clemens Schickentanz with 1 m 6.38 s. Championship leader Claude Baillet-Lena was on the outside of the front row with his 2.8-litre RS with 1 m 6.60 s, splitting Claude Haldi with the only other 2.94-litre RSR with 1 m 6.63 s.

Helmuth Henzler's 1 m 7.8 s was very creditable considering his 2.8 RS had carburettors, the only model to be so equipped. Martin Birrane in the immaculate Crowne Racing Carrera did a good 1 m 7.88 s. Birrane, currently running a 2.8-litre engine, is looking forward to having a full 3-litre by the time of the next round, at Thruxton on August 5.

Only 0.01 s slower was Kurt Simonsen. Royal Air Maroc driver Geeraetz with his recently acquired 2.8-litre slotted in with 1 m 8.09 s. Taking up air space, verbally and otherwise, was American Jay Rudon-Miller who was happy with his 1 m 8.75 s.

Rob Grant's clutch bearing on the Datsun 240Z wore out during practice and he was lucky to get a spare from a local who was running a similar car in a supporting race. He was also having handling trouble, which made the Datsun even less competitive with the Carreras which are now approaching 2-litre sports car times.

With only 14 cars in the event, one didn't have too much expectation of a fireworks race. When the flag dropped Keller was first off the line, followed by Schickentanz and Baillet-Lena, then Haldi, Henzler and holding down sixth, Geeraetz. After five laps Baillet-Lena, troubled by gear change problems, dropped behind Haldi, who none the less had trouble staying with the Kremer cars.

Almost from the start Birrane was locked in a fabulous ding-dong with Simonsen for sixth and seventh places, the two moving up a place when Geeraetz fell behind. At this stage the flying Keller was carving his way through the back markers, unable to throw off Schickentanz.

Baillet-Lena's gear troubles eventually dropped him to seventh, which put Henzler into fourth. Then Henzler spun, and Birrane, following close behind after getting the better of Simonsen, had the front left wing knocked in. A furious Birrane eventually got off to finish seventh. Meanwhile Keller had taken

Dave Walker begins to pull away from Gaspar, Juncadella and Raymond.



## ESTORIL

# A Championship for Porsches

the flag 4 s clear of Schickentanz. Haldi's was the only other car on the same lap.

For the second heat Schickentanz gained the early advantage chased by Keller and Haldi. On lap four Haldi was into second, but Keller was content in the knowledge that he had a first-heat advantage. The order behind these three were Baillet-Lena, Henzler, Simonsen and Geeraetz, the last named to retire on lap seven with an over-revved engine.

As the leaders were lapping the back markers Haldi made it to the front, but was soon back to second, then down to third once more when Keller decided it was time to join his team-mate. He pulled back a 20 s deficit to 2 s, giving Keller a theoretical and close victory.

Birrane in seventh had not been over-straining things, as there was no way in which he could improve on his position due to the 20 s deficit caused by the Henzler incident in heat one. Grant had the instruments disappear inside the dash of his 240Z, a similar incident having occurred in the first heat.

Once again it was a Porsche benefit, and one is led to think that were it not for the lucrative Porsche Cup very few people would have travelled all the way to Estoril. I only wish the other manufacturers would inject the same enthusiasm and incentive as Stuttgart to make this a true Grand Touring championship.

### European Trophy for GT Cars, round 5

80 laps, July 8

1. Paul Keller (Porsche Carrera RSK), 1 m 28. m 41.04 s; 2. C. Schickentanz (Porsche Carrera RSK), 1 m 28. m 43.94 s; 3. Claude Haldi (Porsche Carrera RSK), 1 m 29. m 0.83 s; 4. Claude Baillet-Lena (Porsche Carrera RSK), 1 m 29. m 1.00 s; 5. Kurt Simonsen (Porsche Carrera RSK), 1 m 29. m 1.01 s; 6. Helmut Henzler (Porsche Carrera RSK), 1 m 29. m 1.02 s; 7. Martin Birrane (Porsche Carrera RSK), 1 m 29. m 1.03 s; 8. Jay Rudon-Miller (Porsche Carrera RSK), 1 m 29. m 1.04 s; 9. Rob Grant (Datsun 240Z), 1 m 29. m 1.05 s; 10. George Geeraetz (Porsche Carrera RSK), 1 m 29. m 1.06 s; 11. Claude Haldi (Porsche Carrera RSK), 1 m 29. m 1.07 s; 12. Claude Baillet-Lena (Porsche Carrera RSK), 1 m 29. m 1.08 s; 13. Kurt Simonsen (Porsche Carrera RSK), 1 m 29. m 1.09 s; 14. Helmut Henzler (Porsche Carrera RSK), 1 m 29. m 1.10 s; 15. Martin Birrane (Porsche Carrera RSK), 1 m 29. m 1.11 s; 16. Jay Rudon-Miller (Porsche Carrera RSK), 1 m 29. m 1.12 s; 17. Rob Grant (Datsun 240Z), 1 m 29. m 1.13 s; 18. George Geeraetz (Porsche Carrera RSK), 1 m 29. m 1.14 s; 19. Claude Haldi (Porsche Carrera RSK), 1 m 29. m 1.15 s; 20. Claude Baillet-Lena (Porsche Carrera RSK), 1 m 29. m 1.16 s; 21. Kurt Simonsen (Porsche Carrera RSK), 1 m 29. m 1.17 s; 22. Helmut Henzler (Porsche Carrera RSK), 1 m 29. m 1.18 s; 23. Martin Birrane (Porsche Carrera RSK), 1 m 29. m 1.19 s; 24. Jay Rudon-Miller (Porsche Carrera RSK), 1 m 29. m 1.20 s; 25. Rob Grant (Datsun 240Z), 1 m 29. m 1.21 s; 26. George Geeraetz (Porsche Carrera RSK), 1 m 29. m 1.22 s; 27. Claude Haldi (Porsche Carrera RSK), 1 m 29. m 1.23 s; 28. Claude Baillet-Lena (Porsche Carrera RSK), 1 m 29. m 1.24 s; 29. Kurt Simonsen (Porsche Carrera RSK), 1 m 29. m 1.25 s; 30. Helmut Henzler (Porsche Carrera RSK), 1 m 29. m 1.26 s; 31. Martin Birrane (Porsche Carrera RSK), 1 m 29. m 1.27 s; 32. Jay Rudon-Miller (Porsche Carrera RSK), 1 m 29. m 1.28 s; 33. Rob Grant (Datsun 240Z), 1 m 29. m 1.29 s; 34. 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George Geeraetz (Porsche Carrera RSK), 1 m 29. m 4.34 s; 339





"Admission prices will certainly go up next year and the following year"

**RICHARD FEAST**

## Money matters

Maybe it's because I was once a nosy newspaperman that I found the financial quarrel between the Formula 1 Association and the promoters of the John Player Grand Prix so fascinating. As a motor sporting enthusiast I am extremely happy that an agreement was reached because, of all meetings throughout the year, the Grand Prix is the most memorable. But I can see how now, my old news editor, shiny suit and Woodbine at a precarious angle. The words, too, are as clear as they were when I was set off on a mission in the December drizzle. "Go out and get an angle. And get it right!"

As I see it, there is only one "angle" (which is journalistic for a theme) to emerge from the Grand Prix money argument. That is the terms of the settlement. I've tried to find out through the official channels and have been fobbed off with clichés like, "Let sleeping dogs lie," or "It's a private matter and got nothing to do with you."

The question of privacy was perhaps fair comment, and I would have been inclined to leave it there were it not for the fact that I unearthed some settlement figures. If these figures, which came from a reliable but unattributable source, are correct then the agreement becomes a matter of concern to all Grand Prix spectators. Admission prices will certainly go up next year and the following year, the period of time which the recently completed agreement spans.

Just to recap, the RAC's Grand Prix regulations offered £55,000 remuneration to the Formula 1 entrants. Despite the fact that was a 20 per cent increase on the previous year, the F1 Association cried devaluation and reportedly asked for £65,000. I believe they have, as near as dammit, got exactly what they wanted. I further understand that the three-year contract embraces a £75,000 purse for the 1974 event, £85,000 for the following year, and that a one-year deal for 1973 would have cost £75,000.

If these approximate figures are correct then you can expect an increase of 25 per cent on admission prices to next year's race. Unless you turn up in record numbers, the losers this year are going to be the promoters. It is they who have found the extra money and managed to peg admission prices at last year's level despite the introduction of VAT. But this will be the last opportunity you will have of enjoying a Grand Prix for only £2.

I say "only" because, compared with Continental spectators, British race-goers get a comparatively good deal. Basic admission to the Dutch is good value at about £1.70, but most others are more expensive. The Austrian, for example, costs £2.50 and the French and Monaco events approximately £4. But that is where any similarity ends. According to the proprietor of Grand Prix Box Office, A. S. Thomson, a grandstand seat anywhere on the Continent will cost around £7 or £8, rising to £18 at Monaco. And for the US Grand Prix at Watkins Glen, where the F1 people scoop their best prize money of the year, basic admission will set the spectator back around £8. To park his butt he can say goodbye to another tenner.

If, as I believe, the promoters have capitulated it is because they knew they had a hopeless case. For Silverstone, which celebrates its 25th anniversary this year, the success of this one event was vital from the financial and public relations angles. To the F1 people it was just another race in an overcrowded calendar. No British race would have given them more time to prepare and test for the next race, the Dutch, which in itself is followed only a week later by the German. Time to rest and calm those frazzled nerves.

Fifteen world championship races in four continents in a little over eight months is a demanding schedule. The strength of the F1 trade union has grown out of a shared adversity of those eight months. They encounter similar technical and engineering problems, but they also face the same officious customs men, curt race stewards, demanding airline schedules, un-booked hotel rooms, lack of social and family life.

They are united like no other body in motor racing, having dispensed easily with the one organisation which challenged them. R.I.P., Grand Prix International—bumped off before you were born!

## Whither F5000?

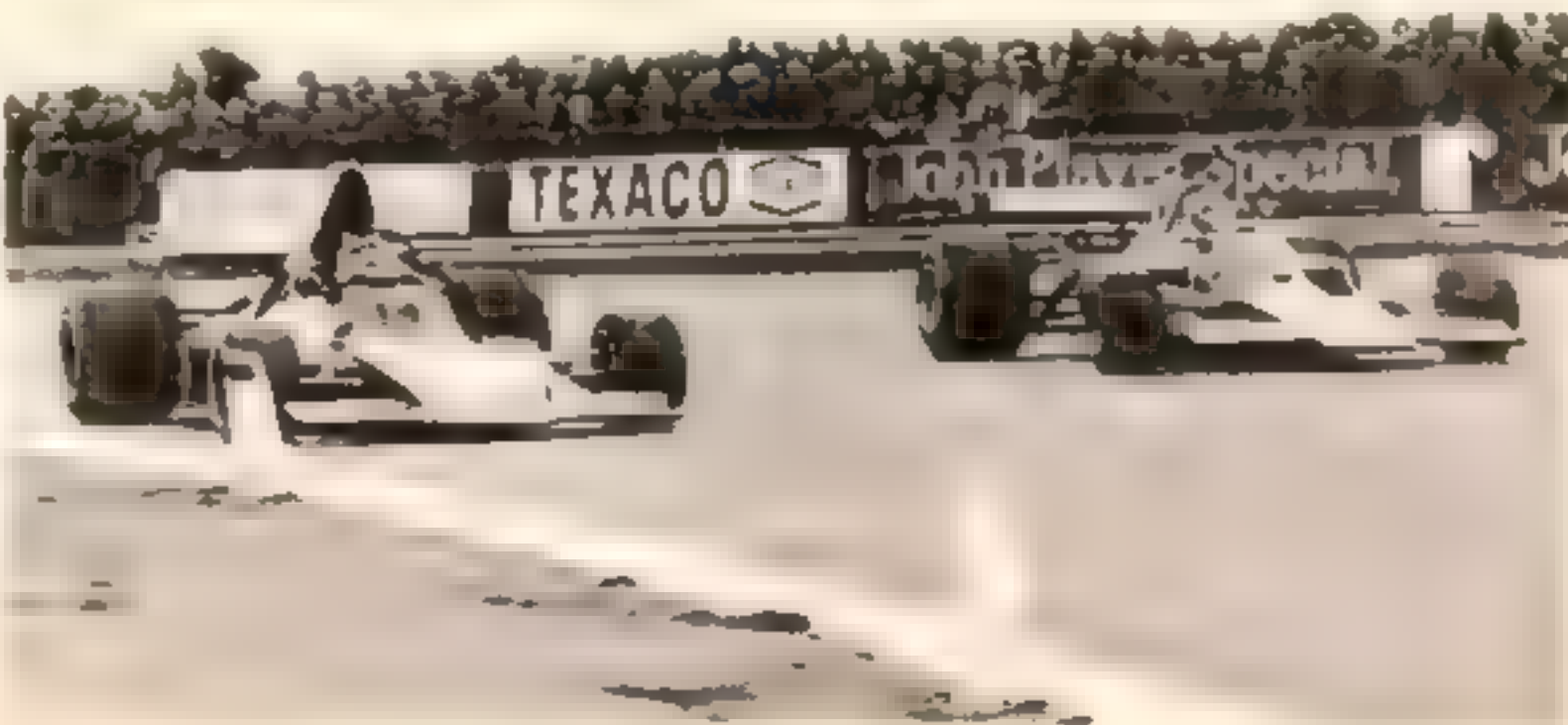
I had lunch with a worried man the other day. He is perturbed at recent developments in Formula 5000, a class of racing in which he has a vested interest as a promoter.

Ron Frost, the president of the New Zealand Motor Sporting Association, is currently in Europe on business and signing people for next year's Tasman series. As a firm believer in the concept of the big, stock block formula, he fears the effects of its increasing professionalism. As the big cheque books move in, F5000 has lost its original direction. It was not, believes Frost, designed to challenge Formula 1, which seems to be the ambition of a few teams, but rather as an alternative ladder to the Formula 1 pinnacle.

I'm inclined to agree with Frost. The man in the grandstand—that vital person whose wishes are ignored until he is no longer present—goes to racing to see crashes and close racing. Forgetting the more gorey aspect, he has a right to expect wheel-to-wheel stuff. He is disinterested in the fact that the car two laps in the lead is approaching Formula 1 times, or that to achieve those times the entrant has spent thousands of megadollars.

Formula 5000 shouldn't need week-long test sessions and qualifying tyres and 525 bhp engines which are unreliable. Such things may be acceptable, even desirable, for the drivers and engine tuners. But F5000 is fast and noisy enough already and only a handful of drivers extract the maximum from their cars.

*Formula 5000 chasing, and beating, the F1 cars. But is it the right way to go?*



The great problem is that those who control the sport, and those who influence those control-makers, never stand in the spectator areas. If they did they would realise—physical discomforts apart—that motor racing is too esoteric. It needs close racing because the technical vagaries are not fully appreciated.

To return to Ron Frost. He has seen the gradual erosion of spectators at his Tasman races since F5000 took over from the 2-litre racing formula in 1970. To achieve close racing, and thus entice the lost spectators back, he has a proposal.

He would like to see considerable limitations imposed on F5000, such as an F3-style breathing restrictor which would limit horse power to around 450. Petrol injection would be out, and the tyre width restrictions would be in. Everyone apart from the engine builder would benefit from the ensuing reductions in expenditure—the driver, the promoter and consequently the spectator.

The idea may be unpalatable to those who have grown up with the free atmosphere of F5000. But it appears to have reached an important crossroads. Does it go on to challenge Formula 1, and are there enough professional and wealthy teams to go along with that aim? Or does it revert to a more cost-conscious class in which the up-and-coming driver can still make his mark? It seems that Carl Hogan and a few others tugging towards F1 have the current advantage.

## Beat that!

First, I must admit to being a real BMW fan. Their road cars are magnificent. I've driven the 3.0 Si, the CSL and more recently the 2002 Cabriolet, which I thrashed on a cross-Continental trip to my holiday. It was fast, comfortable and quiet, despite the drop-head nature of the roof. And most of all I got the impression that it was completely unburst-able.

But one thing about BMWs puzzles me—their advertising slogan, "Unbeatable BMW."

No qualification, nothing to say what or who it is that BMW are not beaten by. If they're talking competition, BMWs certainly are beatable. In Group 1, Group 2, 2-litre sports car racing and even, thanks to Jochen Mass, in Formula 2. I don't think it's on value for money either, for what is everyman's taxi in Munich is a pretty exclusive car in Manchester. Neither do I remember any notable mpg performances by BMW in any Mobil Economy Run.

Perhaps "unbeatable" is a loose description of the sum total of their all-round qualities, comfort, economy, speed, road holding, handling, durability, etc. It would be an interesting test case if the Trades Description Act were brought into it.



It all started 20 years ago when the diminutive Siamese Prince "B. Bira" (or Birabongse Bhamabun as his royal parents had christened him) decided to place an order for a new Maserati Grand Prix car that was to be built for the 1954 season. Bira's order was fourth to be received and he was allotted chassis and engine number 2504. To pacify the impatient prince who discovered that his 250F would not in fact be ready until the June of 1954 after the factory cars had been built and sorted, Maserati decided to fit the new six-cylinder 2½-litre engine into a Formula 2 chassis raced the previous year and this interim model was known as A6 GCM. When the customer 250F spaceframes finally started coming through, Bira's engine was matched up with chassis 2504 for the first time.

This 250F was to be Bira's last racing car. He had started racing at Brooklands in 1935 and after a career that spanned 20 years he would retire in 1955. His final fling was a successful one that included a win in the New Zealand Grand Prix on the Ardmore airfield circuit in 1955. With the interim A6GCM Bira had won the Frontiers GP at Chimay. After finishing third to Peter Collins and Roy Salvadori in a 250F one-two-three at Silverstone in May of 1955, Bira announced his retirement from racing and sold his car to British privateer Horace Gould. The burly Horace enjoyed minor placings with 2504 and in April of 1956 he sold it to Bruce Halford who crashed it almost immediately at Aintree and the car went back to Modena for a rebuild that included a new frame under the old chassis plate No 2504.

In the meantime Stirling Moss had won the 1956 New Zealand Grand Prix at Ardmore in his own 250F and this smooth Moss performance so intrigued top New Zealand driver Ross Jensen that he arranged to buy the car and race it in 1958. After protracted wranglings the car finally arrived with only days to spare before the Grand Prix, a race Jensen feels he would have won but for being run off the road while lapping a back marker. He finished second to Brabham trailing some 17 m astern. In Jensen's hands the car was painted an attractive shade of blue-grey and was known as "The Grey Lady". Jensen went on to win the NZ Gold Star that season with two wins and two second places after a series

# Maserati 2504: a car of many guises and owners

EOIN YOUNG outlines the career of a unique car

of drives that added to Jensen's reputation and cemented his affection for the 250F. He sold his car to another New Zealander Johnny Mansel, and went to England at the invitation of Brian Lister to drive a Lister Jaguar in place of Archie Scott-Brown who had been killed at Spa early in 1958. While in Europe he put together a deal to buy Bruce Halford's well-used 250F and to re-style the old 2504 along the lines of the latest "Piccolo" models that were being prepared for Roy Salvadori and Carroll Shelby to drive with the backing of Temple Buell in the 1959 New Zealand Grand Prix.

As part of the promotion for the race "Buzz" Perkins, a colonial P T Barnum who excelled in putting on a show, decided that this Piccolo copycat of Jensen's should be entered from El Salvador, although to this day Jensen isn't exactly sure where El Salvador really is! The car appeared in New Zealand with the special long-nosed body that had been built by Fantuzzi, one of the legendary artists in aluminium who worked by rule of thumb, later built Ferrari bodies and now prepares cars for the private Ferrari collection of Pierre Bardinon in France. Jensen had the engine uprated but it retained the four-speed gearbox and drum brakes while the genuine Piccolos had five-speed gearboxes and discs.

Jensen was obviously aware that the chassis plate on his car had the same number as Bira's 250F which had won the GP at Ardmore in 1955. "My 'Piccolo' really was the ex-Bira car, but it certainly wasn't the Bira specification, because it wouldn't have been nearly as competitive as it was, and it was certainly a better 250F than the Moss car I'd driven two years earlier," recalls Jensen.

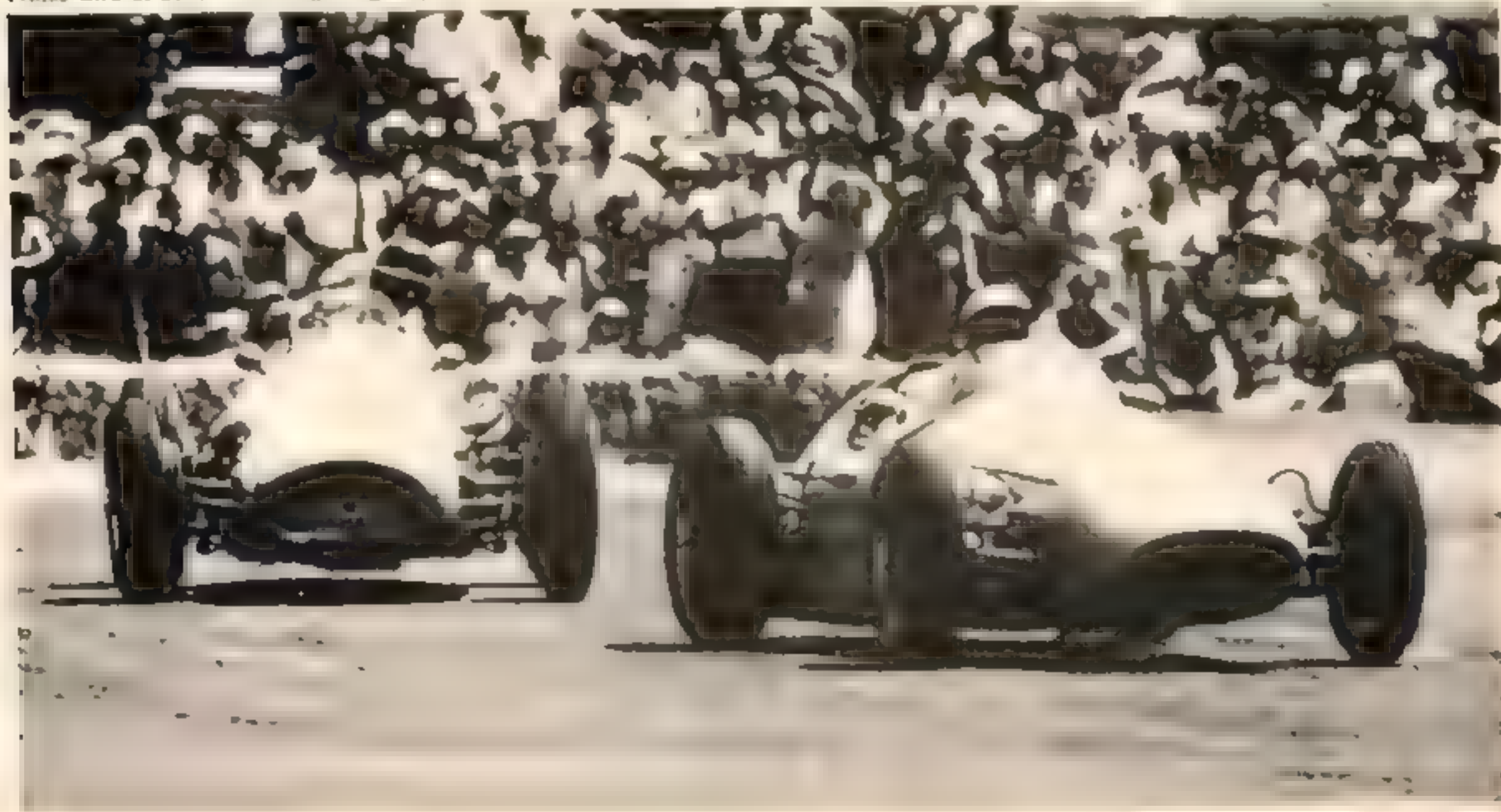
"Oddly enough, it could have been the original 1954 chassis although upgraded considerably because it was an old-looking spaceframe with a fair measure of welding evidence where the chassis had been mended in the past.

The new-look for 2504 was light blue with a central yellow stripe, but the handsome lines flattered to deceive Jensen on the 1959 series with most of his reticements stemming from the transmission. As if to atone for its poor form in New Zealand Jensen won a race at Bathurst in Australia and almost immediately went down with pneumonia which hospitalised him for weeks and the car was sent back to Modena. Because Maserati was now officially out of racing, Jensen arranged for the car to be consigned to Hans Tanner, a colourful figure on the Modenese scene who had accompanied the Buell 250Fs to New Zealand.

At this point Jensen began to lose contact with his car and it was not until late in the year when he was on a business trip to Europe that he went to Italy to try to trace the 250F with the aid of Gianfranco Comotti, a pre-war Italian driver of some note who had been suggested to Jensen as a worthy aide by Dennis Drutts, then head of the BP international racing programme.

"This fine man Comotti came to Modena with me to sort out the situation and we found what was left of my original chassis in the throes of having a big American V8 installed in it. It had been decided by Tanner and the gearbox designer Colotti that they would build a Maserati-engined car of their own called a TecMec and this Corvette-engined version was tending to materialise.

Prince Bira in 2504 in its original guise, leads Tony Gaze's Ferrari on his way to winning the 1955 New Zealand Grand Prix.





round my car" Jensen winces even today in the air-conditioned comfort of his thriving BMW and Jensen dealership in Auckland as he remembers the sight of his butchered 250F.

A complicated situation became even more tangled when it was realised that there was a government lien hanging over the car through expenses incurred and it was not until work had been completed on a "new" 250F replacement built up in the workshops of Stanguellini and a large wad of lira had changed hands, that Jensen again became the owner of a 250F.

"I eventually received what was ostensibly my car with all my bits and pieces on it, but it wasn't the same physical chassis because the original chassis now had the V6 installed. I finally had to tell them, 'Look—I don't care what chassis it is, I just want my car back'."

Journalist Denis Jenkinson was in Modena at the time and his crammed notebooks of the day helped to sort out some of the 2504 tangles during my research for this feature. At this point 2504 was evolving from a 250F Maserati Grand Prix car into a hybrid Formule Libre machine fitted with a 4.9-litre fuel-injected Chevrolet V8. The 250F chassis for the counterfeit Piccolo was actually No 2523, a car that Jo Bonnier had been using as a "rent-a-racer" hired out to local drivers for their "home" events. The engine from

2523 had already been used in TecMec 2 for its shortlived Formula 1 career, and this car—still with engine No 2523 installed—now reposes in Tom Wheatcroft's collection at Donington Park.

Coincidence brought 2504—in its third costume change and now on stage as the Tec Mec 1—altogether with its half-brother, the so-called Piccolo, out in New Zealand during the 1961 series of races. Jensen had sold the car to Brian Prescott when it arrived back in New Zealand, and Johnny Mansel waited impatiently for his new V8 TecMec. It finally arrived too late for Mansel to race it at Ardmore or Levin in 1961 and his first race in the car that he was to refer to as "The Animal" was on the Wigram airfield circuit in pouring rain. Mansel had become an accomplished performer in the ex-Moss Jensen 250F, but the insertion of the Chevrolet engine had made the car practically unmanageable. Three laps into his first practice with the TecMec, Mansel swept through a fast corner leading out on to the back straight to find cars spinning all over the track in front of him. He lost control and slid for 50 yards or more on the wet grass, fighting the wheel before the big car fell backwards into a deep drainage ditch and overturned. Mansel was a strong man and he struggled clear of the upturned car unhurt, but a sixth sense made him pause, alerted probably by the eerie swish-swish-swish of another car

spinning on the wet grass. In that split second a 4CLT Maserati driven by Brian Blackburn skated clear over the TecMec to land farther down the ditch. Mansel raised his head in disbelief only to be clubbed down by a third visitor to the ditch—a Super Squalo Ferrari which bounced squarely on the upturned TecMec driving it down into the water, while an amazed Mansel escaped dazed with bruises and grazes down his back from the Squalo's tyres.

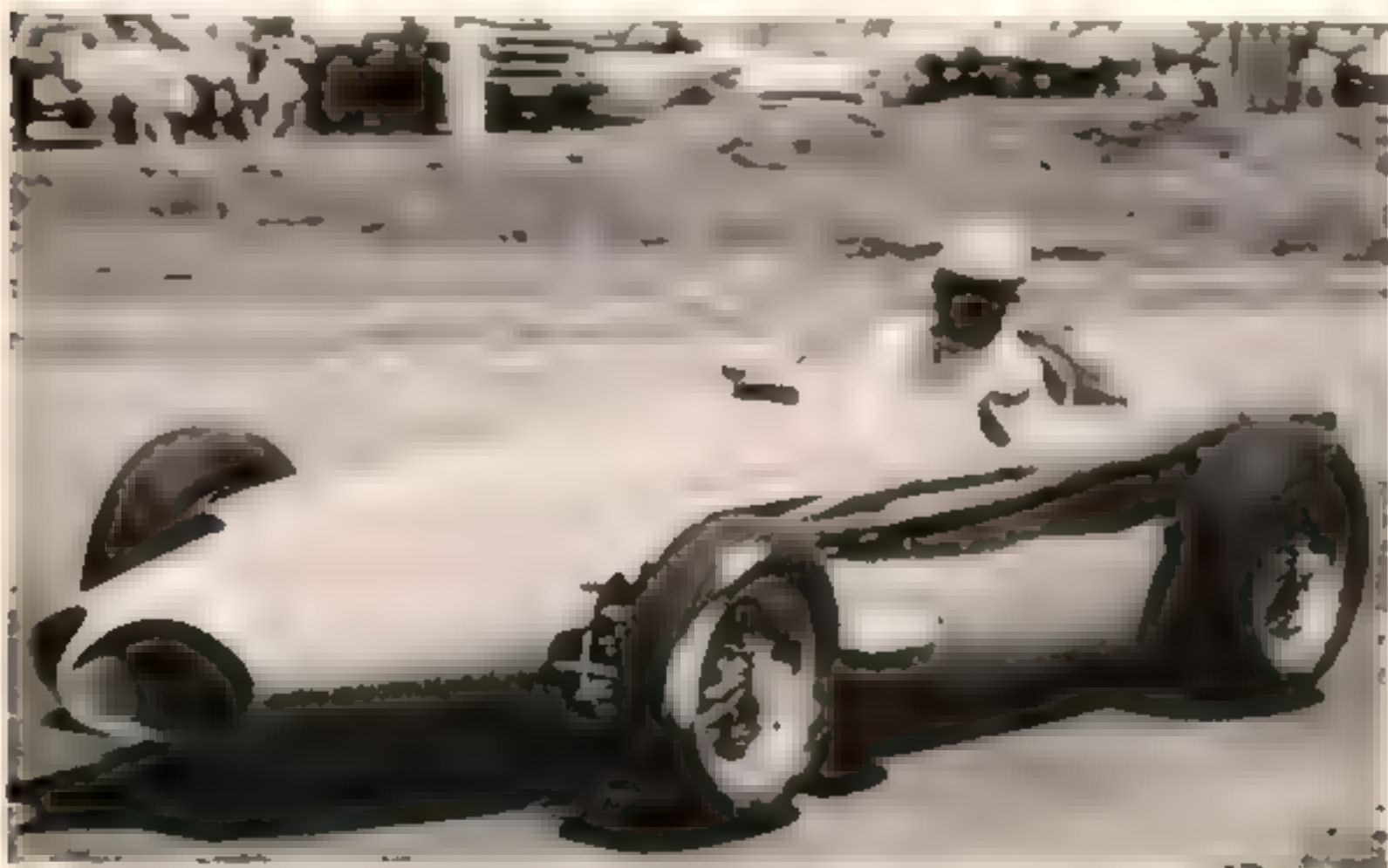
A week later he was practising the TecMec on the Dunedin street circuit but trouble with the fuel injection meant he started the race 13 laps late. (A year later on this track Mansel was killed when his Cooper-Maserati crashed.) At Tereonga a water pump pulley collapsed in practice and in the race he retired with an ignition problem. On the Waimate track a week later he finished fourth in pouring rain.

Mansel was relieved to sell the TecMec to Rod Coppins, a youth who had worked on his team in the 250F days when another Mansel mechanic had been Bob Wallace, now in charge of development at the Lamborghini factory. Coppins could see no future in trying to tame the wild TecMec to race against the rear-engined Coopers in single-seater racing so he converted it to a sports-racing car by the simple expedient of buying the central-seat Ferrari sports car body which had been imported in 1956 by Ron Roycroft, on the 4½-litre V12 Ferrari bought from Louis Rosier. Roycroft had raced the car in this form a few times before converting the Ferrari back to its original single-seater form.

This was to be the fourth new role for 2504 which had started life as an A6GCM and had metamorphosed from a 250F to a TecMec Libre car, and now it had altered yet again with the Ferrari sports car bodywork. Coppins raced the TecMec with some success against similar hybrid sports cars like a Corvette-engined Ferrari Monza, but he eventually converted it back to a single-seater and in this form he was involved in a bad crash on the Pukekohe track and the wreck of the car was sold.

But don't go away. The tale is still being told. The battered chassis was bought by two enthusiasts living near Christchurch in New Zealand, Bill Clark (who also owns the P3 Alfa Romeo driven by Nuvolari to win the 1935 German Grand Prix) and Leon Witte. Both collectors were aware of the mother lode in historic racing cars that had been suddenly uncovered in New Zealand where the cars had gravitated like elephants to a final resting place, and Witte had snapped up the "Piccolo" when Prescott finally offered it for sale. Witte was aware that underneath its El Salvador paintwork and nostrilled nose, the so-called Piccolo really had royal parentage having started out as the Bira car. He was unaware of the backstreet orgy that had taken place in Modena when the pedigreed 2504 chassis was defiled and the bastardised Piccolo and the TecMec had emerged. He knew only that his car carried chassis plate 2504 and he advertised it as being the car originally owned and raced by Bira Cameron Millar, self-confessed Maserati "fiend" and owner of several 250Fs plus mountains of spares and original factory chassis jigs in England, bought the car "mail order" only to find after some judicious proddings that the welded-on chassis plate covered the original Maserati stamp with a rosette either end of the number, and the number—in the flowing Italian style that could only denote an original—was 2523, not 2504. Millar was outraged and Witte perplexed. Fate decreed that the TecMec chassis eventually found its way to Witte's workshop and it soon became obvious that here, indeed, was the original 2504. Witte advertised the "ex-Bira 250F" again and Millar is negotiating to buy it from him again, so in a strange sort of way honour has been satisfied.

The 20-year tale of 2504 has all the intrigue of a Clifford Irving plot wrapped around in a sort of Gilbert and Sullivan cloak of noisy unreality with situations so bizarre that they couldn't possibly happen. The fact that they kept happening only makes them more unbelievable.



Above, Ross Jensen, who figured strongly in the 2504 story, races it in El Salvador Piccolo form in New Zealand, 1959. Rod Coppins drives the Tec Mec 1 fitted with central seat Ferrari sports car bodywork from a 4½ litre V12. Here he leads a Ferrari Monza fitted with a Corvette engine, below.







"If Stewart retires, Tyrrell might be very pleased to have Ickx back in the fold"

## To retire or not to retire is the question

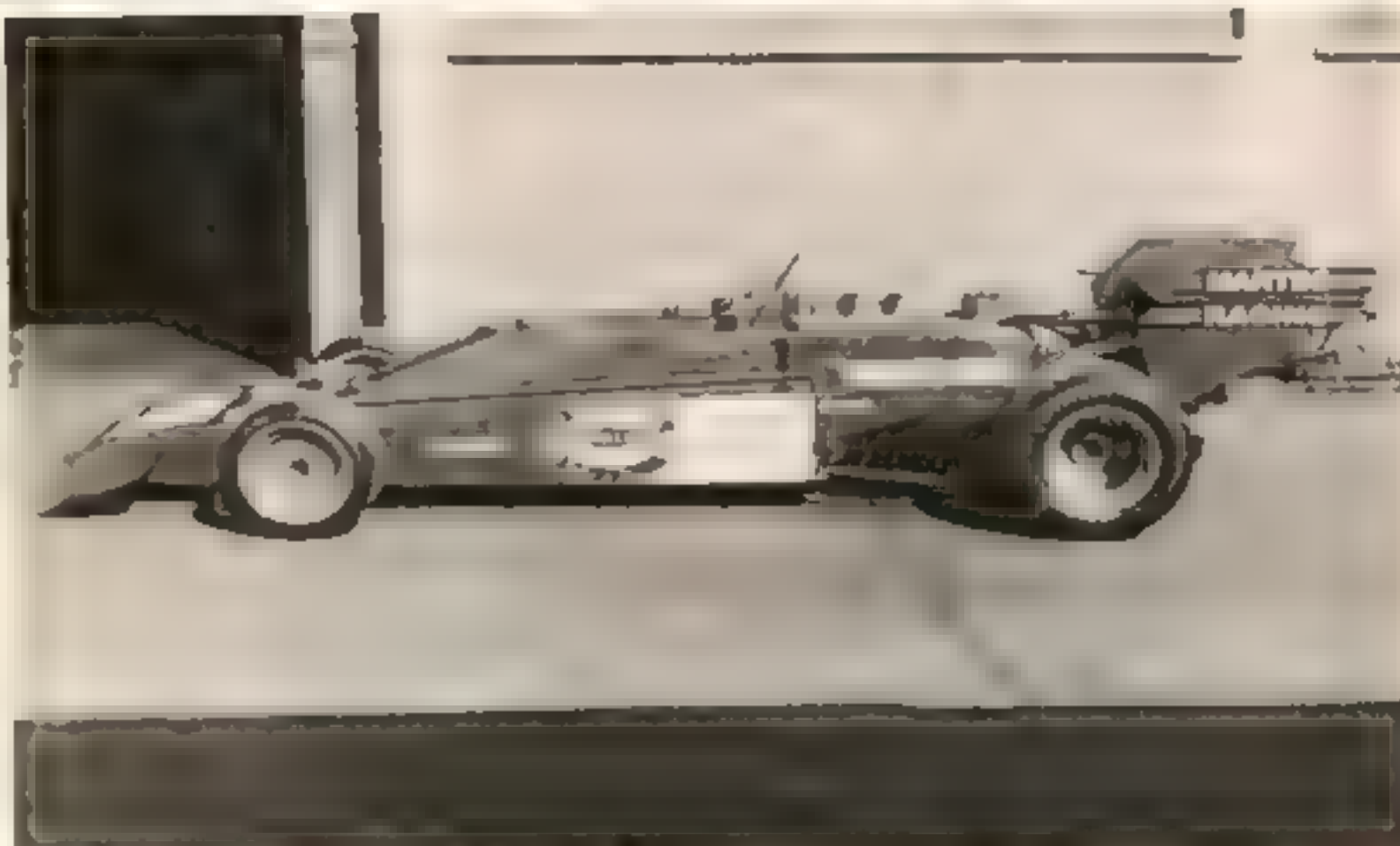
Jackie Stewart's possible retirement, Jacky Ickx's disagreement with Ferrari, and the Martini-Tecno rift, were the main talking points at Paul Ricard a fortnight ago.

The reasons put forward to support the theory that Stewart will leave motor racing at the end of this season are based on the rumours that Ken Tyrrell has not been negotiating next season's contract in Stewart's name for 1974. Stewart is mystified by the gossip. "I still have not taken any decision," he said last week. Certainly, Tyrrell, Goodyear and Elf are all keeping mum on the subject. Jackie's three-year contract with Goodyear expires in October, when the Elf deal also comes up for renewal. The word is the Goodyear and Ford retainers go directly to the Swiss-based Scot, while the Tyrrell team rely on the Elf money.

The sponsorship situation is always changing. Goodyear, with various modifications in Grand Prix racing, are now in the position radically to cut their retainers. Since Elf involved themselves in Formula 1, the cost of sponsoring a Formula 1 team has trebled. The big questions are: will Goodyear cut back, and can the French petrol company afford to pay the Tyrrell team the sum of money they need to continue in 1974? Certainly, if the financial side is less attractive, this would be an added incentive for Stewart to quit the motor racing scene.

Stewart's great ambitions are, to beat Jim Clark's record of 25 Grand Prix victories (which he has already equalled) and to win the drivers' World Championship for the third time. If he succeeds, which there is every reason to believe he will, Jackie could retire at the peak of his career, leaving a record never likely to be equalled.

Jackie Stewart—will he retire?



The Goral Tecno which has yet to race. With the current Tecno, Martini row will Chris Amon ever race it?

## Ickx on the move

The Ickx-Ferrari furore has reached such proportions that there can now never be a reconciliation. There is no doubt Ickx is looking for a drive for next season. Where he goes is another question. Most teams would love to have his talent—but how many can afford him?

If Stewart retires, Tyrrell might be very pleased to have Ickx back in the fold, for this would put him in a strong bargaining position with prospective sponsors. Once upon a time one could anticipate a driver's next move by his petrol contract. Then it all depended on which tyre company he was signed with. Now it is outside sponsorship, mainly cigarette companies who dictate the course of motor racing. Ickx has a personal contract with Marlboro, so this could influence where he finally settles.

One member of the Tyrrell family has got sponsorship nicely worked out. Bobby, Ken's youngest son, is a keen kart racer. According to his father, "he is a fantastic driver—but a lousy mechanic." Bobby has obviously his father's flair for financing his racing. Ken Tyrrell pays him £50 a year not to have Elf Tyrrell stickers all over his kart.

## Amon's future

Chris Amon's Formula 1 career seems to be in jeopardy. So far the New Zealander has driven in only two Grand Prix this season.

Last week's Pit and Paddock explained the ridiculous situation which exists between Martini and Tecno but the latest rumours suggest that the problem is more serious than was first thought. It seems that the sales of Tecno engines has not been good, and that the company are in serious financial troubles even without the Formula 1 project. Last year, Ken Tyrrell told me that if Stewart retired or for any other reason he needed another driver, Chris Amon would be his first choice.

Earlier this week Frank Williams was trying to persuade Chris Amon to drive one of his Iso-Marlboros at Silverstone this weekend.

## Wet weekend

The petrol company Elf gave an amusing party round the swimming pool at the hotel le Rousse in Bandol prior to the French Grand Prix. Needless to say things got out of hand later in the evening and both Jackie Stewart and Francois Cevert finished up fully clothed in the pool.

## Fast getaway

Fastest getaway at Paul Ricard was not at the start of the race, but at the end. Count Zanon, the Italian industrialist, gave Jackie Stewart and Emerson Fittipaldi a lift back in his cream and orange North American Rockwell Sabremer 4A. The jet left the circuit only minutes after the finish climbing like a rocket. We did notice it—and were suitably impressed.

## Cassius Cevert

Anybody who just saw the lap of honour after the French Grand Prix could be excused for thinking that Francois Cevert had won the race instead of finishing a lucky second. While the winner, Ronnie Peterson, sat quietly in the course car waving discreetly to the crowd, Cevert was standing up in the middle of the car brandishing his cup and laurels in a performance rather reminiscent of Cassius Clay. Immediately after the race Reine Wisell, who had watched the winners go by, asked what happened to Ronnie. Reine was convinced that something must have broken on the JPS Lotus on the last lap and Cevert had won.



Ferrari engine—just not competitive enough.



# Years of experience as a rally star made John Sprinzel choose the Pirelli Roadstar.



John Sprinzel knows all about driving in all kinds of conditions.

During the years in which he was an international star, he won a place in over 30 top rallies, and was British Rally Champion.

Now he runs John Sprinzel Racing, ten garages and a Porsche Carrera RS.

On his Porsche you'll find a set of Pirelli Roadstars.

They're there because he knows all about driving in all kinds of conditions.

The Pirelli Roadstar is a unique 70 Series low profile tyre, which has literally thousands of miles of unusually rigorous testing built into its design.

Being a radial, the Roadstar's tread stays open and flat on the road when cornering. But being wider, it has a larger contact area with the road than a conventional Radial and so it literally has a better grip on the road. So there's less tendency to slip, and the tyres respond more precisely, giving more immediate and positive steering.

Another advantage of the larger contact area is more

effective braking. And because there's more tread to support the car, there's less work for each part to perform. And less work means less wear.

Some 70 Series tyres have a tendency to cause steering snatch. Roadstar's rounded tread, plus the built-in safety shoulder, takes you across ridges and through deep puddles with little effect on the steering.

And the block pattern with its multiple grooving ensures cooler running, a must for several hours of high speed motorway driving.

All of which is precisely what every motoring enthusiast wants. Which is why John Sprinzel drives on them. And why the Pirelli Roadstar is now available to you.



**PIRELLI**  
**CINTURATO**  
**ROADSTAR**





Although not well suited to the narrow stage, James Hunt's Camaro established an excellent time at Knebworth only 3 s slower than fastest man Roger Clark

## TOUR OF BRITAIN

# James Hunt in Camaro takes hard-fought win

By JOHN DAVENPORT and ROBERT FEARNALL

Pictures by COLIN TAYLOR PRODUCTIONS

Having only driven the car for a few laps of Brands Hatch two days before the start, James Hunt got to grips with his first big saloon extremely well to win the Avon Motor Tour of Britain from Gordon Spice/Stan Robinson in the privately entered Wishart Capri 3000. Hunt was assisted by Autosport's Deputy Editor, Robert Fearnall, who was picking up the technique of co-driver while his driver was ably taming the A. J. Rivers Racing Camaro Z 28; Hunt won four of the five races and put in some notable times on the stages, and from Saturday morning onwards Hunt nursed the car sensibly and carefully for it was dangerously low on oil pressure.

Leader at the end of the first day was Roger Clark/Tony Mason in a works entered Capri 3000 for up until then there had been three special stages and only one circuit race, but at Oulton Park Clark dropped back to 30th place with an electrical short circuit that cost him a maximum penalty. He drove well to pull back to 24th place at the finish. The inheritor of the lead was Spice who had profited from a spin by Hunt at Oulton when the throttle pedal came off, but then gradually the big car winched him in and won by 26 s. So hard did Spice fight to hold his lead that he spun at Knebworth stage and but for those 10 s lost he would have been much closer.

The most unlucky team was that of BMW (GB) Dealer Team whose entries of three litre cars for Roger Bell/Peter Wallace, Tony and Malcolm Lanfranchi and Mike Woolley/Mark Kahn all suffered from mechanical faults and were delayed, Lanfranchi retiring when in second position as a result. The Alfa Romeos made a very good showing with the two Esso Uniflo Roger Clark 2000 GTVs driven by John Handley/John Clegg and Stan Clark/Chris Witty finishing in third and sixth positions respectively. They also won the team prize in which they were helped by the

third car from Bertorelli's Ice Creams driven by Peter Hillard/Nick Price. Handley drove an excellent event and was just able to stave off the determined attacks of Adrian Boyd/Beatty Crawford and Dave Matthews/Charles Reynolds in Capri 3000s, with Stan Clark right behind the Capris.

Rosemary Smith/Pauline Gullick won the Ladies Prize in the Lombard and Ulster Rally team Capri 3000 and finished 15th overall. Her closest rival was Wendy Markey/Jenny Dell in the BMW (GB) Dealer Team 2002 Ti but they lost a minute after miscounting the

laps at Wroughton airfield and finished 2 m 20 s behind the Capri.

In the other classes which were organised along the same lines of price category as in the national championship, Bernard Lnett/Brian Coyle dominated the £1050-£1500 class with their Chrysler Dealer Team Hunter GLS and finished an excellent ninth overall in the bargain. Behind them after the demise of teammate Colin Malkin/Andrew Shanks in the Avenger at Snetterton came three Vauxhall Firenzas driven by Barrie Williams/David Hardcastle, Peter Harper/David Pollard and Denis Thorne/Ian Cameron. The Datsun Baker Street team of three 180 Bs could not get on terms with the racing Hunters and Firenzas but Graham Hill/David Benson were fifth in class while the team of three cars finished third in the team category.

The next lowest class from £900-£1050 turned out to be a big surprise for Anthony Charnell/Corinna Charnell won just about every race and stage in their Simca Rallye 1000 and finished 3 m ahead of the next car in the class, racing man Mike Freeman teamed with Monty Peters in an Escort Sport instead of his usual Mexico. The current Castrol Production saloon leader, Lynn Dutton, disappeared at Lodge during the Oulton Park race when the front suspension of his Escort Sport came apart. The cheapest class was naturally full of Russian Moskviches with just a lone Mini 1000 to oppose them. The Russians were the winners with 19 year old Eric Horsfield in the Satra Motors entry coming home 19 s ahead of teammates John Lyon and Tony Graham-Enoch, this was a most rewarding result for team manager Tina Lanfranchi, who underwent a serious operation on the day before the start. The experience of the Satra Motors team told in this long event over the Kinson Motors entries for Bill McGovern and Peter Jopp.

The Tour of Britain turned out to be an



excellent event and, if one remembered that it was the first time that something like this had been run in Great Britain, it was only possible to bestow praise on the BRSCC and the event's organising committee of Peter Browning, Hamish Cardno, Charles Lewis and Tony Mitchell. The race meetings all went very smoothly and integrated with the existing meetings very well. The special stages presented no great problems and even a wayward herd of deer at Knobworth only held things up for ten minutes or so and had no effect on the subsequent race meeting at Brands Hatch.

A day before the 1000 mile event got under way, efficient scrutineering was carried out at the Avon's Melksham factory with a number of cars having to carry on little jobs before getting their signature of approval. The track of the BMW 305is was found not to agree with the homologation papers, but the scrutineers were satisfied once it had been checked against the team's service car. Incidentally, BMW were running a new car in addition to their usual Tony Lanfranchi and Roger Bell cars, the nicely presented third model for Mike Woolley being one of the 305is which the team will use at Spa for the 24 Hour race. The 3 litre works Capris from Boreham for Roger Clark and Dave Matthews had just been finished on Thursday morning after Matthews practised Roger's car at Brands the preceding day in an attempt to find a suitable tyre. When Matthews appeared at scrutineering with a new Dunlop formula tyre, it was immediately rejected as not being passed by the RAC and the Ford Motor Company had to use Michelin tyres, which were also used by Gordon Spice's normal Wisharts Garage 3 litre Capri. The A. J. Rivers Camaro was using Michelin tyres for the first time instead of the usual Goodyear Polyglas, and with these tyres James Hunt performed some startling record breaking laps at Brands Hatch the previous day. Hunt was released from Lord Hesketh's affluent services for the event in the Camaro which used a Racing Services built engine. Andy Dawson's Woolworth Capri wouldn't pass scrutineering with its

Kleber tyres as it wouldn't go over the block, and a change to Avon tyres was necessary before it would. Barrie Williams' Firenza had to take a leap at the block before it would pass over it.

Peter Warren's Audi failed to pass scrutineering as it was not fitted with a laminated screen, while Mike Bundy's Marina was excluded on the 45 m road section from scrutineering to the Parc Ferme in Bath as he went off in search for some tyres in the time allotted and reported in too late. Alec Poole had a tale of woe with his Datsun 1200 Sunny Saloon in which Graham Macbeth was co-driving. The original car ordered from Japan turned out to be a model not homologated when it was collected from the docks and a standard car was hurriedly prepared which blew its engine in testing at Snetterton on the Thursday morning. A quick engine change to an unprepared mill was made before the start.

Michelin and Kleber were the most popular make of tyres for the leading contenders, and for the first time, the Michelin tyres were used in the £1050 to £1500 section with Bernard Unett's Hunter GLS using them on the races and Kleber on the stages, while Denis Thorne's Firenza also had some Michelins on hand. With their Dunlops banned, Ford had chartered a plane from France to bring over extra Michelin tyres on Wednesday night for their Capris.

Friday was made up of racing at Llandow and three special stages before the night halt at Birmingham, so from the start in the famous Royal Crescent in Bath, the 94 competitors made their way to the barren Llandow circuit where five 15 min races were started. The first for the first 20 competitors in the over £1500 class was the best race in this section of the whole event, with Tony Lanfranchi's BMW 51 taking the lead from Roger Clark's 3 litre Capri, which was soon demoted by Roger Bell's BMW and Gordon Spice's Capri with James Hunt's Camaro right behind. Hunt managed to get by Clark in to Devil's Elbow on the third lap, but then spun round which dropped him to 13th place, and for the rest of the race he

pulled his way back through the field. Mike Woolley's good placing in the new BMW was lost when the exhaust system came adrift over the Llandow bumps and he was black flagged, losing nine laps in the pits while he fixed it back on again (no assistance may be given to any competitor during a race or stage). While Lanfranchi kept the BMW flag flying in the lead, the team suffered another setback when the same exhaust dropping problem which afflicted Woolley hit Roger Bell and after ignoring the black flag for as long as he could, the Rothmans BMW gave up its second place to come in to the pits to retire and collect a maximum (slowest time in class, plus 5 min), which was impossible to regain. Hunt's stirring performance brought him into second place and as the race ran into its final minutes, James closed significantly on leader Lanfranchi and on the last lap before the flag came out, Hunt took the lead on the straight in to Devil's Elbow to win the first race by 1 s. Gordon Spice's Capri managed to demote John Handley's Alfa on the last lap for third, while Roger Clark nursed his car to the finish as a wheel bearing went, but he still finished ahead of brother Stan (in the Esso Uniflo Alfa) in fifth. Dave Matthews was a sedate eighth as a front tyre was worn right through by the end and the seat runner failed, and Mike Hibbert's Consul threw a tread and he retired after a spin. Howden Ganley's rather uncompetitive Citroen SM was driven hard and tidily in seventh, but in the race suffered body damage as a result of a collision with Mike Chittenden's BMW 2002 Ti, and another car to suffer bodywork damage was Hunt's Camaro which was swiped in the right hand door on the first corner.

The rest of the large class were lumped with the up to £800 contenders for the second race and Rosemary Smith's 3 litre Capri went out into the lead before spinning at Devil's Elbow on the sixth lap, taking Bates' Moskvich with her as she went. Peter Hilliard's Bertorelli Alfa GTV inherited the lead before spinning seven laps later, so by the finish Hugh Oliver-Belasis took the chequered flag with his Hermitite 3 litre Capri followed

Gordon Spice's Wisharts Capri loses its headlamp cover and is about to spin away his chances at Knobworth. Spice's private Capri easily beat the works Capris and everything else but the Camaro.





across the line by team-mate Holman Blackburn (who spun on the fourth lap) and Rosemary Smith. Mike Howells entertained the spectators as he did at most circuits with the spectacular driving of his Rover 3500S, while Eric Horsfield started on his winning trail in the Moskvich section.

Rain swept across the circuit before the start of the first 20 competitors in the £1050 to £1500 class, which rather caught out Bernard Unett and Denis Thorne, whose Michelin tyres were unsuited to the conditions. Unett finishing 10th and Thorne 24th. Barrie Williams' Firenze dominated the race but spun on the penultimate lap and Whizzo's large lead was reduced to 2 s at the finish over Colin Malkin's Avenger. Of the Kleber-shod Datsun Bluebird team, Frank Gardner had a big flat spot in the engine, trailing in ninth spot, while Graham Hill recovered from a bad start to get past Tony Fall's Datsun and Tony Dron's Escort Mexico (which suffered from a split manifold) to claim third place. Chris Dacey's Avenger spent time in the pits after spinning on the warming up lap. In the second half of the class, local knowledge paid off for Jeff Churchill who took his Mexico to a 1 s win over Gavin Waugh's Avenger. As the conditions were dry by this stage, both of these and Danny Magulies' Avenger did 18 laps as opposed to the winners of the other race, who completed 17 tours. In the £800 to £1050 class, Ivan Dutton's Escort Sport and Simon Kirkby's Simca Rallye set the pace before Tony Charnell came storming through from his back row seeding to take the lead in his Chrysler Competition-prepared Simca Rallye and win the race while Kirkby also got the better of the Escort. Jenny Birrell lost her chance of a good overall placing with her Simca Rallye on this stage when she lost seven laps with the battery lead off on the circuit while Graham John's Marina collected a maximum after a collision with another car.

Language results—mean of 13 on duration

15 m 32 + 9 10m 5 4 10m 5 4 10m 5 4 10m 5 4  
 14 + 4 10m 5 4 10m 5 4 10m 5 4 10m 5 4  
 13 + 4 10m 5 4 10m 5 4 10m 5 4 10m 5 4  
 12 + 4 10m 5 4 10m 5 4 10m 5 4 10m 5 4  
 11 + 4 10m 5 4 10m 5 4 10m 5 4 10m 5 4  
 10 + 4 10m 5 4 10m 5 4 10m 5 4 10m 5 4  
 9 + 4 10m 5 4 10m 5 4 10m 5 4 10m 5 4  
 8 + 4 10m 5 4 10m 5 4 10m 5 4 10m 5 4  
 7 + 4 10m 5 4 10m 5 4 10m 5 4 10m 5 4  
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 4 + 4 10m 5 4 10m 5 4 10m 5 4 10m 5 4  
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 2 + 4 10m 5 4 10m 5 4 10m 5 4 10m 5 4  
 1 + 4 10m 5 4 10m 5 4 10m 5 4 10m 5 4

13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

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The competitors then had to tackle the first of the special stages at Dodington where the narrow confines and slippery grass section caused a number of excursions. Roger Clark's Capri was given an incredibly fast time which was later corrected when it was realised he had spun on the stage, while brother Stan also managed to spin on this one. Tony Lanfranchi's BMW also spun on the grass section, but he managed to hold an overall 1 s lead over Roger Clark, while the time given to Hunt's Camaro seemed suspiciously slow considering he had no moments and drove as fast and tidily as possible although such a large car was very unsuitable on this stage. Colin Malkin's Avenger lost time on this one when he went off with the Avenger and got tangled up in some fencing, and Harper's works Firenze was another spinner.

**Orlando Park—special stage**

Over 11 300 2 Roper 4 4 (Feb 8 Cape 3000) 2 m  
34 3 2 Au 44 Bejd F-10 (Apr 3000) 2 m 35 3 3  
R 1 1 B1 BM 4 3 3 2 m 36 3 4 M 44 Wbb 44  
12 1 1 3 5 5 m 37 3

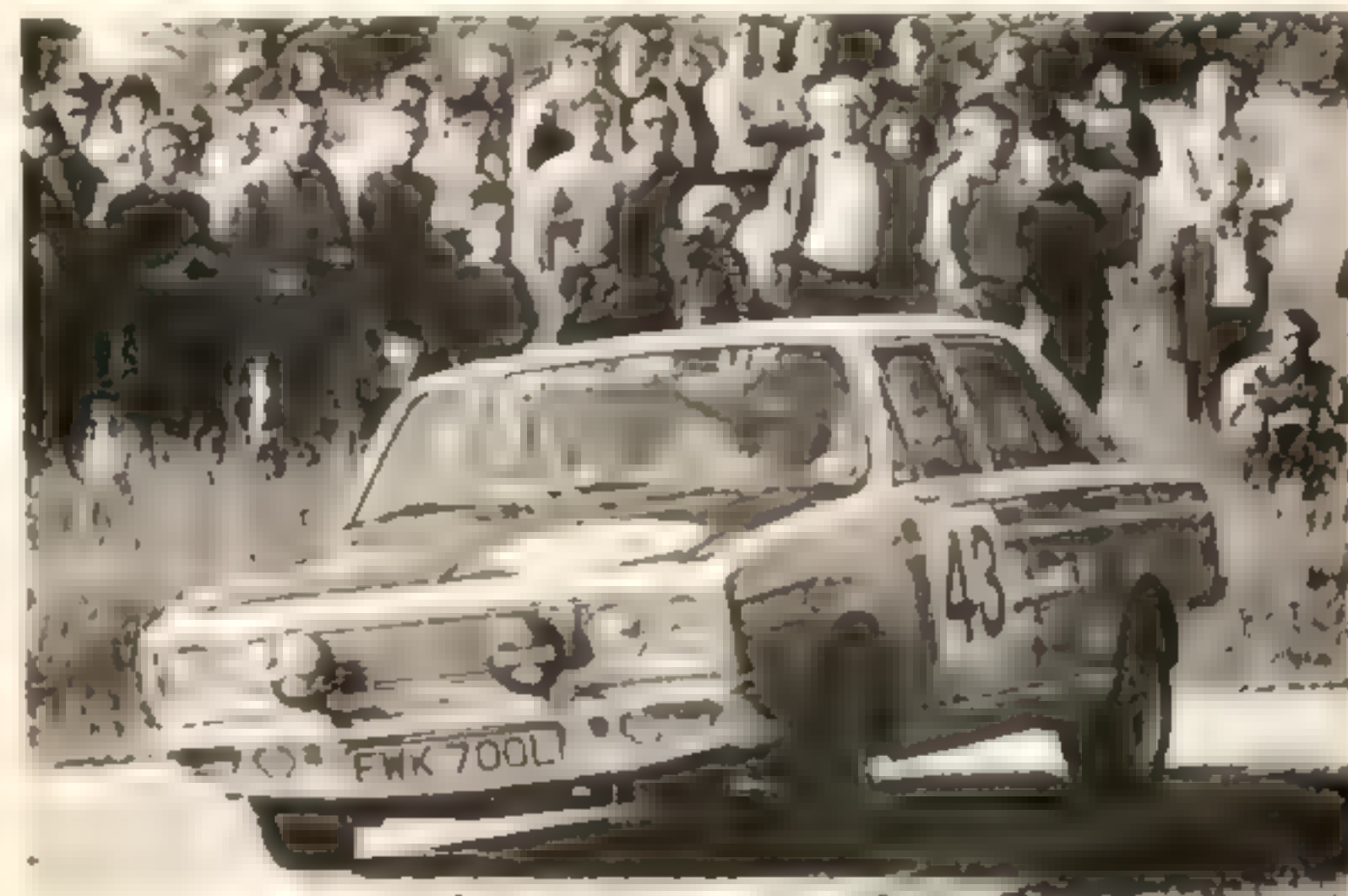
1050 10 1500 Bernard Weiss Herman Hunter  
GUS and GRENDA No. 1200 Elsie Mae  
413 9 Tony Fa Darius 1900 Tony Owen 1900  
Es. Mae 413 9 Tony Fa Darius 1900 Tony Owen 1900

and a single unfed 2nd instar. 1st 2 m 42 e  
 1000 (m 4 B50) A = 7 m 41 F = 5 m 41 R = 1  
 2 m 42 e F = 15 m 41 F = 15 m 41 E = 15 m 41  
 4 m 41 3 young B = 15 m 41 R = 15 m 41  
 1 m 41 1 m 41 1 m 41 1 m 41 1 m 41 1 m 41  
 (F = 15 m 41 E = 15 m 41 and A = 15 m 41 (D = 15 m 41 Sunny)  
 1 m 41

2 U = 10000, 10000, 10000 Moskau #12 2 m 55 s.  
2 E = 10000 Moskau #12 2 m 50 s 3, Peter  
R = 10000 Moskau #12 3 m 1 s 4, Mark  
M = 10000 Moskau #12 3 m 1 s 4, Mark  
M = 10000 Moskau #12 3 m 1 s 4, Mark



Tony Fall leads Frank Gardner (in Datsun) and Hazelwood's Mexico at Silverstone (above). Bernard Unitt Brian Covic easily took the £1050 to £1500 class with their Hunter (below).



John Handley finished on excellent third with his Alfa







Tony Charnell's class-dominating Simca leads Ivan Dutton's Escort through Old Hall (above). Roger Bell's BMW never featured in the placings after scoring a maximum at Llandow. Here he leads Roger Clark's Capri, which scored a maximum in this race at Oulton.

The next stage was much faster, being two laps of a wide airfield course at Wroughton Aerodrome, although some of the corners tightened up quite considerably. Hunt used the power of the Camaro where needed as well as its good cornering capabilities to set a very good time of 5 m 17 s, which was 6 s faster than next man Roger Clark, who by stint of his time took the overall lead of the event from Tony Lanfranchi by 1 s. Roger Bell spun his BMW on this stage and Jenny Birrell had to spin her Simca avoiding Peter Graham's Marina, while Simon Kirkby's Simca rolled on the last corner and collected a maximum but was able to continue in a battered state. Wendy Markey lost time with her BMW when she forgot the stage was two laps instead of one, while Barrie Williams lost 20 s with a road penalty into the stage.

**Wroughton, 2 laps of airfield**  
 Over £1,500 1. James Hunt, Chevy 44 Camaro 5 m 17 s, 2. Mike Woolley (BMW 3.0 S) 5 m 22 s, 3. Roger Clark (Ford Cap 3000) 5 m 23 s, 4. Adrian Boyd (Ford Capri 3000) 5 m 24 s.  
 £1,050 to £1,500 1. Bernard Unett (Humber Hunter) 5 m 32 s, 2. Barrie Williams (Vaughan Firenze) 5 m 39 s, 3. Peter Harker (Vaughan Firenze) 5 m 41 s, 4. John Mackin (Humber Avengers) and Denis Thorne (Vaughan Firenze) 5 m 43 s.  
 £601 to £1,050 1. Tony Charnell (Simca Rallye 1) 5 m 59 s, 2. Phil Cooper (Mazda 1800) 6 m 5 s, 3. Ivan Dutton (Ford Escort Sprint) 6 m 13 s, 4. Alec Potts (Lotus Sunny) 6 m 15 s.  
 Up to £600 1. John Lyon (Moskvich 424) 6 m 30 s, 2. Tony Charnell (Simca Rallye 1) 6 m 32 s, 3. Eric Horsfield (Moskvich 412) and Mike Morris (Mazda) 6 m 39 s.

Cars then headed north towards Birmingham, for the last stage before the night stop. This was at Long Marston, where rain made life tricky for the later cars and a number of complaints were heard about the bad arrowing on this stage. Roger Clark opened up his lead over Lanfranchi by 5 s on this stage, with Gordon Spice only 11 s behind in third place, while Hunt was also establishing quick times on the stages to pick up the lost seconds at Dodington. Roger Bell—although unable to feature in the overall placings—was very quick, being only 1 s behind Clark on this stage, but Roger was delayed leaving Long Marston while scrutineers carried out a check to discover if he was using a limited slip diff. Matthews lost time here with a spin.

**Long Marston, special stage**  
 Over £1,500 1. Roger Clark (Ford Cap 3000) 2 m 4 s, 2. Roger Bell (BMW 3.0 S) 2 m 7 s, 3. Tony Lanfranchi (BMW 3.0 S) 2 m 10 s, 4. James Hunt (Chevy 44 Camaro) 2 m 11 s.  
 £1,050 to £1,500 1. Bernard Unett (Humber Hunter) 2 m 20 s, 2. Barrie Williams (Vaughan Firenze) 2 m 22 s, 3. Peter Harker (Vaughan Firenze) 2 m 23 s, 4. John Mackin (Humber Avengers) 2 m 24 s.  
 £601 to £1,050 1. Phil Cooper (Mazda 1800) 2 m 29 s, 2. Tony Charnell (Simca Rallye 1) 2 m 29 s, 3. Graham John (Mazda 1800) 2 m 30 s, 4. Jenny Birrell (Simca Rallye 1) and Paul Faulkner (Ford Escort Sprint) 2 m 34 s.  
 Up to £600 1. Eric Horsfield (Peter Jopp) and Tony Graham-Evans (Moskvich 412) 2 m 41 s, 4. Peter



Roger Clark (left) and Tony Charnell (right) in their BMW 3.0 S.

A rather tight road section in heavy traffic to the Post House, Great Barr, completed the proceedings for Friday and the leading positions at this stage were:

Over £1,500 1. Roger Clark (Ford Cap 3000) 4 m 47 s, 2. Tony Charnell (Simca Rallye 1) 4 m 50 s, 3. Gordon Spice (Alfa Romeo) 4 m 51 s, 4. James Hunt (Chevy 44 Camaro) 4 m 51 s, 5. John Handley (Alfa Romeo) 4 m 52 s, 6. Barrie Williams (Vaughan Firenze) 4 m 53 s, 7. Denis Thorne (Vaughan Firenze) 4 m 54 s, 8. Tony Charnell (Simca Rallye 1) 4 m 55 s, 9. John Handley (Alfa Romeo) 4 m 56 s, 10. John Lyon (Moskvich 412) 4 m 57 s.

From the re-start early on Saturday morning, drama surrounded the Lanfranchi BMW for it was pushed out of the control in to service leaking oil, an oil seal had blown. Having repaired the trouble, Lanfranchi made a record-breaking trip to Oulton Park to arrive 23 m late, but as there was a maximum of 15 m lateness, Lanfranchi was excluded. He was actually allowed to start the race while the stewards threw out his protest of an inaccuracy in the road book. In fact Lanfranchi still won the 15 m race at Oulton, battling out the lead with Hunt's Camaro until the throttle pedal came off the Camaro and got jammed, causing James to spin at Esso. This wasn't his only problem, for the oil pressure sank to a dangerously low level during the race and it seemed only time

before the Camaro's event was over. Hunt worked back to seventh in this race. Gordon Spice finished second to Lanfranchi, worried about a flat spot on one of his tyres in the reliable Wisharta Capri, but the biggest drama at Oulton concerned overall leader Roger Clark. Holding fifth place in the race, Roger had the engine cut out as the cockpit cut-out switch burnt out and he drove five laps with the key in the starting position before the starter burnt out and the works Capri coasted to a halt at Old Hall where it was towed away and Roger collected a maximum. This gave Spice the overall lead by 20 s over John Handley whose Alfa finished an excellent third at Oulton Park with Hunt 5 s behind the Alfa on overall positions. Adrian Boyd beat the works Capri of Dave Matthews for fifth place in this race, just ahead of Stan Clark's Alfa. Howden Ganley lost time in this race, when he dinged the Citroen against the Armco at Esso. The car was not at all well suited, the Citroen driver hoping for wet weather to be competitive. Bernard Unett's Hunter took the lead of the £1,050 to £1,500 class by its convincing win in the second race at Oulton Park, with the Firenzas of Barrie Williams and Denis Thorne



**Avon would like to thank everyone who took part in the 1973 Avon Motor Tour of Britain, including Prince Michael of Kent, Graham Hill, Sheila Scott, Roger Clark.**

**And, of course, King Edgar (crowned 973 AD), without whom it wouldn't have been possible.**

(The Avon Motor Tour of Britain commemorated the 1,000th anniversary of the British Monarchy.)





some way behind. Fourth place was contested between Colin Malkin's Avenger and Graham Hill's Datsun while Gardner—having changed the carbs, coil and plugs before the race—found the Bluebird on full song to get rid of team-mate Fall on the second lap and he then sorted out Hill on lap four when he showed him the grass at Knickerbrook. Hill (who couldn't be found to do his practice laps), got back ahead of Fall after he too had a grassy moment while Mansfield and Dron spent the race in very close company with Mansfield getting the decision. Unett was the only driver to complete eight laps in the 15 minutes (the other competitors' times are rounded up to the laps achieved by the overall winner). Eric Horsfield dominated the economy class which ran in this race and his Moskvich retook the lead of the class, which he lost to Marra team-mate John Lyon on the stages. Peter Harper's Firenza easily took the other £1050 to £1500 class race while the £800 to £1050 class leader Tony Charnell lost 20 s on the road section in to Oulton while the Simca's shock absorbers were changed, but that was soon regained by another dominating win by Charnell in his race. Ivan Dutton retired at Oulton when his Escort Sport broke its hub and the wheel fell off at Lodge Corner and as he had a maximum, he decided it wasn't worth carrying on. Peter Graham's Escort Sport was surprisingly allowed to carry on despite trailing its exhaust for eight laps, while Paul Faulkner's Escort Sport was suffering from fuel starvation and was losing on its battle with Nick Brittan's similar car during the rest of the event. Mac Ross was expressing consternation about a dent in the back of his Mini in this race, but of more importance, a close dice for second place went to Mike Freeman's Escort from Simon Kirkby's Simca and Alec Poole's Datsun.

**Oulton Park results—Race of 15 m duration**  
**Over £1500 race** 1 Tony Charnell (Simca) 30.5 s; 2 Gordon Hill (Datsun) 31.5 s; 3 Colin Malkin (Avenger) 32.5 s; 4 John Handley (Alfa) 33.5 s; 5 Adrian Boyd (Ford Capri) 34.5 s; 6 Peter Harper (Firenza) 35.5 s; 7 Denis Thorne (H. Man Hunter GLS) 36.5 s; 8 Colin Mackin (Avenger) 37.5 s; 9 Eric Horsfield (Moskvich) 38.5 s; 10 John Lyon (Moskvich) 39.5 s; 11 Mike Merrick (Mini) 40.5 s; 12 Graham Hill (Datsun) 41.5 s; 13 Ian Dutton (Escort Sport) 42.5 s; 14 Paul Faulkner (Escort Sport) 43.5 s; 15 Nick Brittan (Escort Sport) 44.5 s; 16 Mac Ross (Mini) 45.5 s; 17 Peter Graham (Escort Sport) 46.5 s; 18 Mike Freeman (Escort Sport) 47.5 s; 19 Simon Kirkby (Simca) 48.5 s; 20 Alec Poole (Datsun) 49.5 s.

Before the next racing at Silverstone, competitors made a trip to nearby Santa Pod where a trip down the quarter mile strip was included in the dragster meeting's international programme. Spectators didn't seem too happy about production saloon cars stopping their dragster fun, but they did see Roger Bell break the national class record in his BMW despite having two people in the car. Hunt sensibly backed off in the Camaro when he felt the engine lighten just before the flying finish, while Charnell proved much the quickest Simca in the straight line, being 3% quicker than Kirkby and 5% quicker than Jenny Birrell. Unett's Hunter was 0.2 s quicker than the Firenzas with the best Datsun Bluebird being 1.5 s away.

**Santa Pod—quarter mile strip**  
**Over £1500 class** 1 Roger Bell (BMW 3.0 Si), 16.1 s; 2 James Hunt (Chevrolet Camaro) 16.2 s; 3 Gordon Spice (Ford Capri 3000) 16.3 s; 4 Mike Woolley (BMW 3.0 Si) 16.4 s; 5 Adrian Boyd (Ford Capri 3000) 16.5 s; 6 Tony Charnell (Simca Rallye 1) 16.6 s; 7 Ian Dutton (Escort Sport) 16.7 s; 8 Colin Mackin (Avenger) 16.8 s; 9 Eric Horsfield (Moskvich) 16.9 s; 10 John Lyon (Moskvich) 17.0 s; 11 Mike Merrick (Mini) 17.1 s; 12 Graham Hill (Datsun) 17.2 s; 13 Paul Faulkner (Escort Sport) 17.3 s; 14 Nick Brittan (Escort Sport) 17.4 s; 15 Mac Ross (Mini) 17.5 s; 16 Peter Graham (Escort Sport) 17.6 s; 17 Simon Kirkby (Simca) 17.7 s; 18 Alec Poole (Datsun) 17.8 s.

**£800 to £1050 class** 1 Anthony Charnell (Simca Rallye 1) 18.9 s; 2 Graham Hill (Datsun) 19.0 s; 3 Phil Cooper (Marina 1.0) 19.1 s; 4 Mac Ross (Mini) 19.2 s; 5 John Lyon (Moskvich) 19.3 s; 6 Eric Horsfield (Moskvich) 19.4 s; 7 Peter Jopp (Moskvich) 19.5 s; 8 Peter Ripley (Moskvich) 19.6 s; 9 Ian Dutton (Escort Sport) 19.7 s; 10 Paul Faulkner (Escort Sport) 19.8 s; 11 Nick Brittan (Escort Sport) 19.9 s; 12 Mac Ross (Mini) 20.0 s; 13 Peter Graham (Escort Sport) 20.1 s; 14 Simon Kirkby (Simca) 20.2 s; 15 Alec Poole (Datsun) 20.3 s.

cut Gordon Spice's overall lead to 8.9 s, with Gordon taking second place in this race. John Handley was beginning to suffer transmission problems with the gearbox in the leading Alfa, and he finished a lowly sixth in this race, although still hanging onto his overall third placing ahead of Adrian Boyd who was fifth at Silverstone. The BMWs of Mike Woolley and Roger Bell took third and fourth in this race, although Bell was troubled with oil surge, and Roger Clark had quite a battle with brother Stan farther down the field. Mike Crabtree's Capri went onto three cylinders while Andy Dawson's Capri broke its water pump and the Consul drivers Mike Hibbert and Vern Schuppan were competing to see who could be the most sideways at Woodcote. Hibbert was the most spectacular, for which he earned a ripple of applause from the spectators at Woodcote.

For the second over £1500 contenders, Holman Blackburn's Capri led from start to finish despite nearly losing it at Woodcote on the third lap. Rosemary Smith's Capri held on to second despite the close attentions of Peter Hilliard whose Alfa spun at Woodcote on the ninth lap and Hugh Oliver-Bellais Capri nipped through. In the up to £800 section, Mike Merrick's Mini was smoking with oil surge while Horsfield further extended his lead while an entertaining dice between Lyon and Graham-Enoch enlivened the Moskvich procession.

As expected, Unett disappeared into the distance in the £1050 to £1500 race. Williams' Firenza was initially second until passed by Thorne on the fourth lap and Barage was becoming more and more hairy as the rear suspension bolts had worked loose and the engine and gearbox and moved with the axle tramp, and third gear was almost impossible to select at times. Frank Gardner's Datsun came from the fourth row to dispose of Fall, Fortescue-Thomas, Martin Burgess's Mexico and eventually disposed of Jeff Hesselwood's Escort Mexico too, when the Escort driver tried to stay outside him for the second time at Woodcote on the sixth lap and hit the Arco, which put him out of the race although he was still able to continue the event with a maximum. Malkin's Avenger and Harper's Firenza had a good scrap for fourth place which Malkin took while Hill was getting very tweaked up in his dice with Nigel Stovin-Bradford's Hunter GLS and Dron's Mexico with Dron getting to the line just ahead of the Hunter and the Datsun, while Fall's Datsun and Stuart McCrudden's Cortina 2000 GT had the first of their big dices as McCrudden got more and more suited to the car. For the second half of the £1050 to £1500 contestants, Danny Margulies produced a win with his Avenger after Alison Davies spun her Fiat 124 ST and Gavin Waugh did a fantastic avoidance job to avert a collision. Waugh's Avenger finished second and Alison worked back to third ahead of Churchill's Mexico. Charnell continued to dominate the £800 to

£1050 class, finishing 30 s up on Phil Cooper's Marina, Kirkby's Simca and Freeman's Escort Sport, while a big dice for fifth place depended on late-braking at Woodcote with Poole getting there first from Jenny Birrell, John's Marina and Peter Graham's Escort Sport. Cooper's drive was a particularly fine effort, eventually taking fourth place in the class in a car which lost out on the others in cornering capabilities.

**Silverstone—Race of 15 m duration**  
**Over £1500 race** 1 Tony Charnell (Simca) 30.5 s; 2 Gordon Hill (Datsun) 31.5 s; 3 Colin Malkin (Avenger) 32.5 s; 4 John Handley (Alfa) 33.5 s; 5 Adrian Boyd (Ford Capri) 34.5 s; 6 Peter Harper (Firenza) 35.5 s; 7 Denis Thorne (H. Man Hunter GLS) 36.5 s; 8 Colin Mackin (Avenger) 37.5 s; 9 Eric Horsfield (Moskvich) 38.5 s; 10 John Lyon (Moskvich) 39.5 s; 11 Mike Merrick (Mini) 40.5 s; 12 Graham Hill (Datsun) 41.5 s; 13 Ian Dutton (Escort Sport) 42.5 s; 14 Paul Faulkner (Escort Sport) 43.5 s; 15 Nick Brittan (Escort Sport) 44.5 s; 16 Mac Ross (Mini) 45.5 s; 17 Peter Graham (Escort Sport) 46.5 s; 18 Mike Freeman (Escort Sport) 47.5 s; 19 Simon Kirkby (Simca) 48.5 s; 20 Alec Poole (Datsun) 49.5 s.

Although the night racing was spectacular, the organisation of the Snetterton part of the Avon Tour left a lot to be desired with poor facilities for refreshments, bad organisation of the parc ferme, and a stupid situation of choking up the control because service cars were let over the bridge into the paddock area. Snetterton also provided the longest racing, each being 30 m long and when the first one for the big cars started at nearly 1 am, swirling fog on the Norwich Straight was causing a problem for many drivers.

James Hunt's Camaro retook the overall lead of the event for the first time since Llandow, by winning this race. But after Hunt was building up a healthy lead in the early laps, that persistent oil pressure problem struck again and James had to ease off to nurse the engine so that Gordon Spice's Capri was only 8 s behind at the finish of the race and the Camaro had the tiny advantage of 0.1 s lead overall. John Handley's Alfa ran a good third with team-mate Stan Clark closing fast, Stan having won an incredibly close battle with Dave Matthews' Capri which finished fifth and Dave took over fourth place in the event from Adrian Boyd's Capri, which finished eighth in this race. Boyd dropped to sixth in the overall standings with this result, as Stan Clark took over fifth place in the very reliable Alfa. The Belgian Alfa of Tour de France class winner Jean-Pierre Magalhães lost time by stopping on the pit straight, but that seemed to be his only trouble for he finished a good 30th overall.

Bernard Unett continued to pulverise the £1050 to £1500 opposition with another comfortable win. Before the race Denis Thorne was working with Lucas for two hours as the alternator had packed up at Silverstone.

Peter Harper's Firenza left the road at Knebworth.





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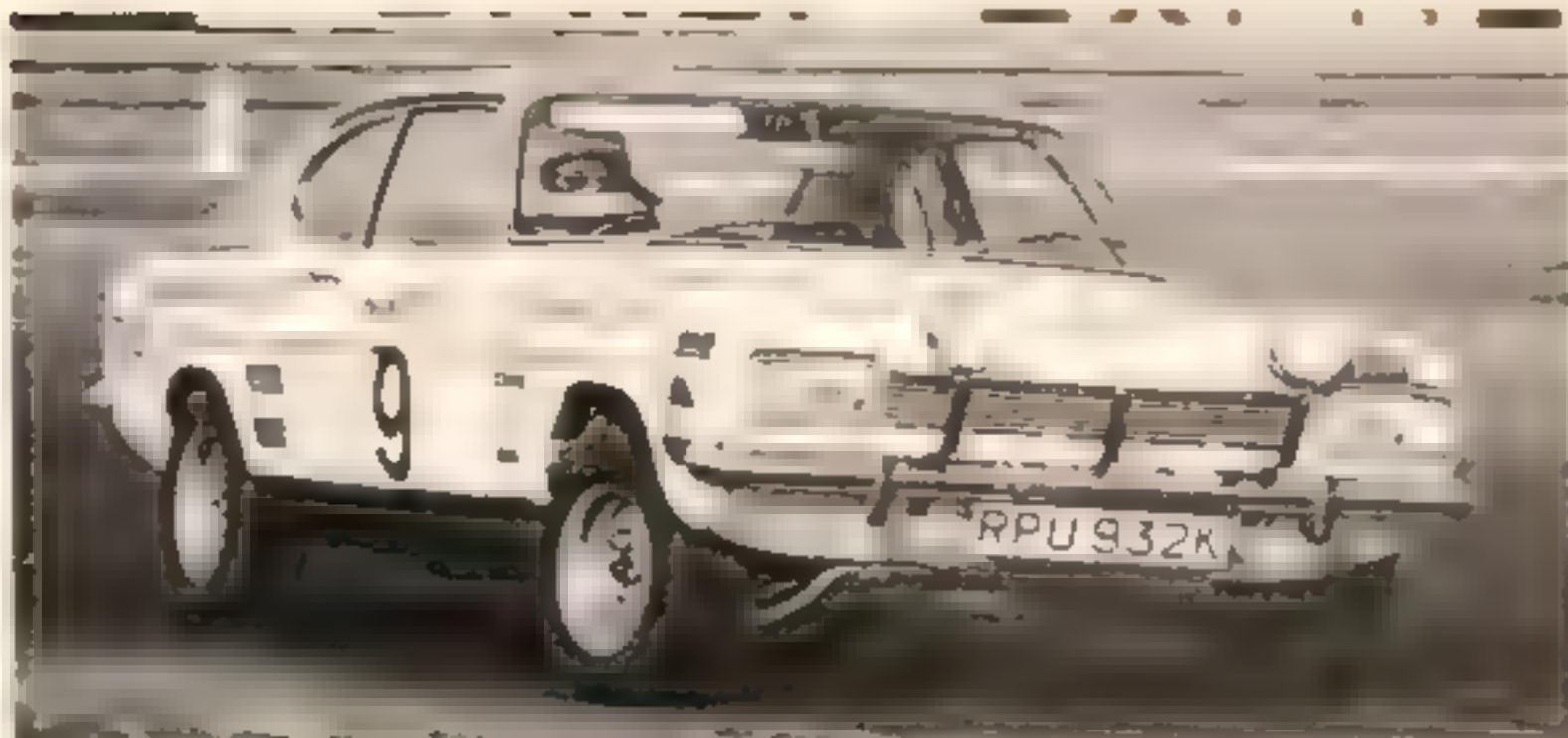
and although it could not be fixed before the race, the fault was cured by changing the alternator straight after the race. For the race, Thorne did the race on the battery, holding a distant third place behind Barrie Williams, using the side lights only, but Thorne spun on the 14th lap, dropping to seventh. Colin Malkin's efforts to stay with Gardner and Fall over-revved the engine, chipped a valve and put him out of the event, while Graham Hill took a clear third with Gardner coming in ahead of Fall despite the engine going sick while the Mexicos of Dron and Mansfield were right there too. Dron in fact shunted Hill's door in the lining up of the cars on the grid. In the Russian class run in this race, McGovern retired his Moskvich on the fifth lap with a broken throttle linkage which incurred him a maximum and kept him out of the overall placings, while Horsfield won this time with only 1 s to spare over a hard-pressed Lyon and Graham-Enoch. Peter Harper's Firenza ran away with the other £1500 race with Stovin-Bradford, Burgess and McCrudden spread out behind while Philip Axon's Mexico incurred a maximum and Danny Margulies was not at all happy about night racing. It was becoming light when the £1050 contenders had their race, in which Charnell got beaten by Kirkby although not affecting Charnell's comfortable overall lead, while Freeman's Escort kept in touch in third place ahead of Jenny Birrell, who worked up well from her poor grid placing.

**Shortest race** in night races of 30 m duration.  
**Over £1500** race: J. Harper (Firenza) 1 m 42 s, 2 m 42 s, 3 m 42 s, 4 m 42 s, 5 m 42 s, 6 m 42 s, 7 m 42 s, 8 m 42 s, 9 m 42 s, 10 m 42 s, 11 m 42 s, 12 m 42 s, 13 m 42 s, 14 m 42 s, 15 m 42 s, 16 m 42 s, 17 m 42 s, 18 m 42 s, 19 m 42 s, 20 m 42 s, 21 m 42 s, 22 m 42 s, 23 m 42 s, 24 m 42 s, 25 m 42 s, 26 m 42 s, 27 m 42 s, 28 m 42 s, 29 m 42 s, 30 m 42 s.  
**£1050 to £1500** class and up to £1000 race: Over and over 1000 to 1500 class: A. Mansfield (Moskvich) 1 m 42 s, 2 m 42 s, 3 m 42 s, 4 m 42 s, 5 m 42 s, 6 m 42 s, 7 m 42 s, 8 m 42 s, 9 m 42 s, 10 m 42 s, 11 m 42 s, 12 m 42 s, 13 m 42 s, 14 m 42 s, 15 m 42 s, 16 m 42 s, 17 m 42 s, 18 m 42 s, 19 m 42 s, 20 m 42 s, 21 m 42 s, 22 m 42 s, 23 m 42 s, 24 m 42 s, 25 m 42 s, 26 m 42 s, 27 m 42 s, 28 m 42 s, 29 m 42 s, 30 m 42 s.  
**£800 to £1050** race: 1. C. Kirkby (Moskvich) 1 m 42 s, 2 m 42 s, 3 m 42 s, 4 m 42 s, 5 m 42 s, 6 m 42 s, 7 m 42 s, 8 m 42 s, 9 m 42 s, 10 m 42 s, 11 m 42 s, 12 m 42 s, 13 m 42 s, 14 m 42 s, 15 m 42 s, 16 m 42 s, 17 m 42 s, 18 m 42 s, 19 m 42 s, 20 m 42 s, 21 m 42 s, 22 m 42 s, 23 m 42 s, 24 m 42 s, 25 m 42 s, 26 m 42 s, 27 m 42 s, 28 m 42 s, 29 m 42 s, 30 m 42 s.  
**£800 to £1050** race: 1. S. Man. Kirkby (Moskvich) 1 m 42 s, 2 m 42 s, 3 m 42 s, 4 m 42 s, 5 m 42 s, 6 m 42 s, 7 m 42 s, 8 m 42 s, 9 m 42 s, 10 m 42 s, 11 m 42 s, 12 m 42 s, 13 m 42 s, 14 m 42 s, 15 m 42 s, 16 m 42 s, 17 m 42 s, 18 m 42 s, 19 m 42 s, 20 m 42 s, 21 m 42 s, 22 m 42 s, 23 m 42 s, 24 m 42 s, 25 m 42 s, 26 m 42 s, 27 m 42 s, 28 m 42 s, 29 m 42 s, 30 m 42 s.

Those who missed the breakfast halt at the Alconbury Motel were doing themselves a large favour, for there was a scandalous charge of £150 for a positively awful breakfast. The Sunday daylight action started at Knebworth Park, where a tricky special stage was set in the picturesque surroundings and this was where the Wisharts Capri was expected to retake the lead over the Rivers Camaro. But it was not to be, for Gordon Spice spun the Capri at the left-hander known as "Lampinen's tree," sending the rubber tyres in all directions and losing 9 s on the remarkable time established by Hunt, who kept the large car on the narrow track extremely well and quickly; his time was only 3 s slower than the fastest time recorded by Bell's BMW from the Capris of Clark and Boyd. Hunt made such a determined start at Knebworth that the vibration cracked the windscreen. After seven cars had passed through the stage, the rest were held up while deer were cleared from the track after being frightened by the low-flying helicopter film unit. Frank Gardner was among 10 other spinners at the same place Spice went off.

**Knebworth special stage**  
**Over £1500** race: 1. R. J. Bell (BMW) 30 s, 1 m 42 s, 2 m 42 s, 3 m 42 s, 4 m 42 s, 5 m 42 s, 6 m 42 s, 7 m 42 s, 8 m 42 s, 9 m 42 s, 10 m 42 s, 11 m 42 s, 12 m 42 s, 13 m 42 s, 14 m 42 s, 15 m 42 s, 16 m 42 s, 17 m 42 s, 18 m 42 s, 19 m 42 s, 20 m 42 s, 21 m 42 s, 22 m 42 s, 23 m 42 s, 24 m 42 s, 25 m 42 s, 26 m 42 s, 27 m 42 s, 28 m 42 s, 29 m 42 s, 30 m 42 s.  
**£1050 to £1500** race: 1. P. J. Harper (Firenza) 1 m 42 s, 2 m 42 s, 3 m 42 s, 4 m 42 s, 5 m 42 s, 6 m 42 s, 7 m 42 s, 8 m 42 s, 9 m 42 s, 10 m 42 s, 11 m 42 s, 12 m 42 s, 13 m 42 s, 14 m 42 s, 15 m 42 s, 16 m 42 s, 17 m 42 s, 18 m 42 s, 19 m 42 s, 20 m 42 s, 21 m 42 s, 22 m 42 s, 23 m 42 s, 24 m 42 s, 25 m 42 s, 26 m 42 s, 27 m 42 s, 28 m 42 s, 29 m 42 s, 30 m 42 s.  
**£800 to £1050** race: 1. S. Man. Kirkby (Moskvich) 1 m 42 s, 2 m 42 s, 3 m 42 s, 4 m 42 s, 5 m 42 s, 6 m 42 s, 7 m 42 s, 8 m 42 s, 9 m 42 s, 10 m 42 s, 11 m 42 s, 12 m 42 s, 13 m 42 s, 14 m 42 s, 15 m 42 s, 16 m 42 s, 17 m 42 s, 18 m 42 s, 19 m 42 s, 20 m 42 s, 21 m 42 s, 22 m 42 s, 23 m 42 s, 24 m 42 s, 25 m 42 s, 26 m 42 s, 27 m 42 s, 28 m 42 s, 29 m 42 s, 30 m 42 s.

Following a trip through London, competitors arrived at Brands Hatch for the last races of the event. Knowing that Gordon Spice would pull back many seconds on the last stage after Brands, James Hunt had to pull out as big a margin as possible over Spice at Brands without pressing the Camaro too hard, and this he did admirably by pulling out about a second per lap to win the 20 m race by 23 s, and the Camaro's overall lead now went from 9.1 s to 32.1 s. Spice kept onto second place throughout



Adrian Boyd finished a good fourth in his 3-litre Capri, taking the place on the last stage.



Colin Malkin has a moment on the grass at Dodington.

£1050-£1500 contestants at Oulton with Stovin-Bradford leading Waugh's Avenger, Fortescue-Thomas' Mexico and McCrudden's Cortina.



while a very sideways Boyd was anxious to make up places again and was holding on to third place from Handley and Woolley with Woolley getting by Boyd on the 17th lap while Bell came up alongside Handley at the finish, the BMW drivers gradually working back through in overall positions after their Llandow maximums. Crabtree's Capri was now sounding much healthier after its misfiring problems, the trouble solved by changing all the electrics while Matthews and Stan Clark had an incredible set-to which resulted in some very bent panels and some hanging body trim from Matthews's Capri. Boyd's good result put him 0.6 s behind Matt

hews with one special stage to go, while Stan Clark reverted back to sixth, just 6 s behind the Irishman. Handley, however, was in quite a safe third being nearly a minute behind Spice and half a minute ahead of Matthews.

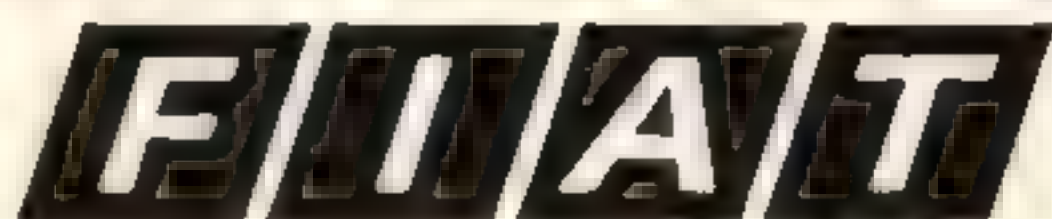
The second half of the big class saw Blackburn's Capri leading for the first few laps before Hilliards's Alfa got past him and although the places changed again before the end, it was still the Michellin-shod Alfa which crossed the finish line ahead. Bellasis and Smith had their Capris a little further behind, while Brian Field lost time spinning his Rover 3500S at Clearways. In the Moskvich confrontation, Horsfield was not as



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quick as usual and McGovern scored Kinson Motors' only bottle of champagne, while Peter Jopp led home Horsfield too.

While Bernard Unett walked away with the £1500 race, there was a memorable dice for second place between Thorne (on Michelin) and Williams (on Kleber) which saw both cars side-by-side in almost impossible situations with Thorne winning the race but in no contention for taking Williams's second place in class before the finish. Harper had an untroubled race in fourth place with Hill heading the Datsun team once again and having no trouble this time from Dron and Stovin-Bradford. There was a mighty battle for next place between the Datsuns of Gardner and Falk, McCrudden's Cortina and the Mexicos of Burgess, Fortescue-Thomas and Mansfield, with Gardner getting to the head of the queue only to have the engine fade again and he finished behind Burgess but ahead of Mansfield while Falk, McCrudden and Fortescue-Thomas were very close indeed. In the second half of this class, Jeff Churchill scored a good win in his Mexico, Churchill being a rally man unfamiliar with the circuit and finishing 4 s ahead of Alison Davis.

In the final classifications in this class, there was a close finish between 14th and 19th place with Branford's Opel holding off McCrudden's Cortina and the Mexico of rally ace Vic Preston, George Hill, Ted Warwick and Jeff Churchill.

The £1050 contenders finished their racing part very spectacularly for while Charnell

scored his customary win, Kirkby bumped off Mike Freeman before Paddock Bend, the Escort leaving the circuit before continuing to eventually finish fourth. Kirkby with a battered wing, battled with Jenny Birrell over second place with Jenny eventually getting the better of him, although Kirkby worked back to an excellent fifth in class in the final placings after the Wroughton inversion. The other memorable item from Brands was the awful commentary, which told competitors there were three more stages and the finish was in Melksham when there was only one more stage and the finish was in Bath!

**Brands Hatch—races of 20 m duration**  
**Over £1500** 1 James Hunt (Chevrolet Camaro 2200) 4 h 34 m 46 s 2 Gordon Spence/Stan Robinson (Ford Capri 2000) 1 h 55 m 12 s 3 John Handley (Ford Capri 2000) 2 h 24 m 4 s 4 Stan Clark (Alfa Romeo 2000 GTV) 2 h 25 s  
**£1050 to £1500** 1 Barrie Williams (Vauxhall Firenza 2) 2 h 25 s 2 Peter Harper (Vauxhall Firenza 2) 2 h 25 s 3 Mark Burgess (Ford Escort) 2 h 25 s 4 John Handley (Ford Escort Mexico) 2 h 25 s 5 John Handley (Ford Escort Mexico) 2 h 25 s 6 John Handley (Ford Escort Mexico) 2 h 25 s 7 John Handley (Ford Escort Mexico) 2 h 25 s 8 John Handley (Ford Escort Mexico) 2 h 25 s 9 John Handley (Ford Escort Mexico) 2 h 25 s 10 John Handley (Ford Escort Mexico) 2 h 25 s  
**£1050 to £1500** 1 Tony Charnell (Simca Rallye 2) 2 h 25 s 2 Tony Charnell (Simca Rallye 2) 2 h 25 s 3 Tony Charnell (Simca Rallye 2) 2 h 25 s 4 Tony Charnell (Simca Rallye 2) 2 h 25 s 5 Tony Charnell (Simca Rallye 2) 2 h 25 s 6 Tony Charnell (Simca Rallye 2) 2 h 25 s 7 Tony Charnell (Simca Rallye 2) 2 h 25 s 8 Tony Charnell (Simca Rallye 2) 2 h 25 s 9 Tony Charnell (Simca Rallye 2) 2 h 25 s 10 Tony Charnell (Simca Rallye 2) 2 h 25 s

On the road section between Brands and Dodington, John Handley's Alfa had its starter motor jam but carried on with a push

start, while James Hunt made good road time to arrive at this stage with enough time to run over the stage. This was the same as the first stage but run in the reverse direction, and as Spice could pick up quite a few seconds on the Camaro in such a tight section, Hunt ran the long distance of the stage before the due clocking in time. It worked well for he only dropped 8 s on Gordon's Capri with a fast but steady run, so James Hunt's Avon Tour win was assured. Boyd was fastest on the stage and by being 3 s faster than Matthews, the Irishman took over fourth place in the event by 2 s with Stan Clark recording an excellent time just 2 s slower than Boyd to finish in sixth. Handley's time wasn't very quick, but was all that was needed to ensure third place, while Bell finished the event by spinning off the road and disappearing through a fence before continuing. Vern Schuppan lost 19th place by hitting a tree with his Consul and after changing a wheel, he continued but was given wrong penalties for the stage which cost him at least 40 places. Graham Hill was among other people to go off on this stage, and Graham was further annoyed when it was discovered at the finish that his time at Snetterton had been calculated 2 m adrift so he found himself with fifth in class and not third. Barrie Williams' yump in putting the best time for his class on this stage, put the fan through the radiator, but he made it to the finish at Bath, where winning cars were thoroughly reacquainted and found to be eligible before the presentation of awards. A word of praise for Mike Woolley, who by dint of some excellent stage times recovered from 87th to 26th place.

**Dodington Park**  
**Over £1500** 1 Adrian Boyd (Ford Capri 2000) 2 h 25 s 2 Mike Woolley (BMW 3.0 S) 2 h 25 s 3 Stan Clark (Alfa Romeo 2000 GTV) 2 h 25 s 4 Stan Clark (Alfa Romeo 2000 GTV) 2 h 25 s  
**£1050 to £1500** 1 Barrie Williams (Vauxhall Firenza 2) 2 h 25 s 2 Peter Harper (Vauxhall Firenza 2) 2 h 25 s 3 Mark Burgess (Ford Escort) 2 h 25 s 4 John Handley (Ford Escort Mexico) 2 h 25 s 5 John Handley (Ford Escort Mexico) 2 h 25 s 6 John Handley (Ford Escort Mexico) 2 h 25 s 7 John Handley (Ford Escort Mexico) 2 h 25 s 8 John Handley (Ford Escort Mexico) 2 h 25 s 9 John Handley (Ford Escort Mexico) 2 h 25 s 10 John Handley (Ford Escort Mexico) 2 h 25 s  
**£1050 to £1500** 1 Tony Charnell (Simca Rallye 2) 2 h 25 s 2 Tony Charnell (Simca Rallye 2) 2 h 25 s 3 Tony Charnell (Simca Rallye 2) 2 h 25 s 4 Tony Charnell (Simca Rallye 2) 2 h 25 s 5 Tony Charnell (Simca Rallye 2) 2 h 25 s 6 Tony Charnell (Simca Rallye 2) 2 h 25 s 7 Tony Charnell (Simca Rallye 2) 2 h 25 s 8 Tony Charnell (Simca Rallye 2) 2 h 25 s 9 Tony Charnell (Simca Rallye 2) 2 h 25 s 10 Tony Charnell (Simca Rallye 2) 2 h 25 s

A very exciting overall battle between James Hunt and Gordon Spice was the climax of a thoroughly enjoyable and well-run three day event. It was the first of its kind and we certainly look forward to many more Tours of Britain.

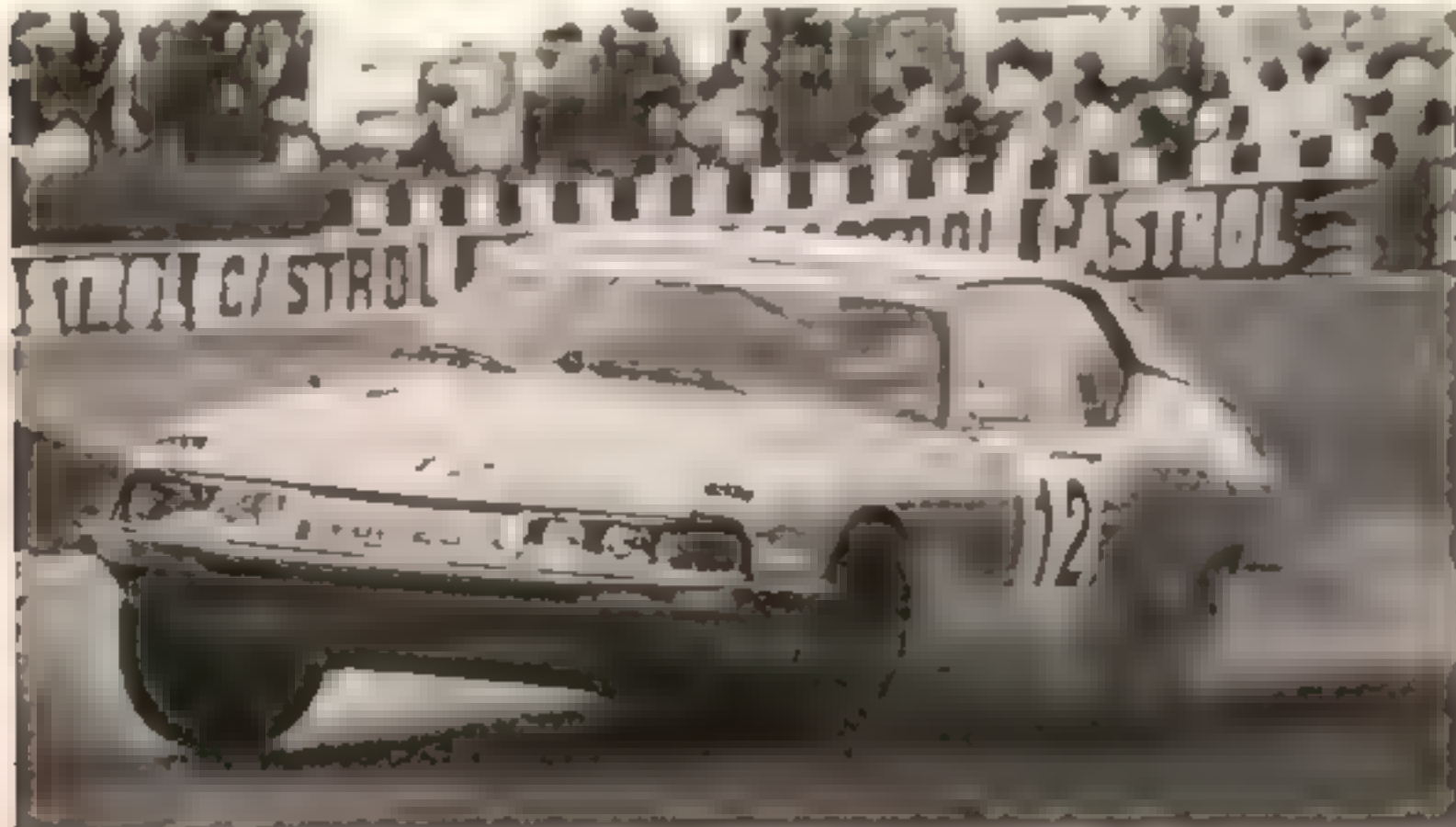
1 James Hunt (Robert Peardon) (Chevrolet Camaro 2200) 4 h 34 m 46 s 2 Gordon Spence/Stan Robinson (Ford Capri 2000) 1 h 55 m 12 s 3 John Handley (Ford Capri 2000) 2 h 24 m 4 s 4 Stan Clark (Alfa Romeo 2000 GTV) 2 h 25 s 5 John Handley (Ford Escort Mexico) 2 h 25 s 6 John Handley (Ford Escort Mexico) 2 h 25 s 7 John Handley (Ford Escort Mexico) 2 h 25 s 8 John Handley (Ford Escort Mexico) 2 h 25 s 9 John Handley (Ford Escort Mexico) 2 h 25 s 10 John Handley (Ford Escort Mexico) 2 h 25 s

**Class results**  
**Over £1500** 1 Hunt/Peardon 2 Spence/Robinson 3 Handley 4 Boyd/Crawford 5 Matthews/Reynolds 6 Clark/Wiley  
**£1050 to £1500** 1 Unett/Coyne 2 Williams/Hard 3 Harper 4 Thorne/Cameron 5 Hill/Branford 6 Dron  
**£800 to £1050** 1 Charnell/Charnell 2 Mike Freeman 3 Peter Harper 4 Datsun Sport 5 Datsun Sport 6 Datsun Sport 7 Datsun Sport 8 Datsun Sport 9 Datsun Sport 10 Datsun Sport  
**Up to £800** 1 Eric Horsfield/John McKerrall 2 John Handley 3 John Handley 4 John Handley 5 John Handley 6 John Handley 7 John Handley 8 John Handley 9 John Handley 10 John Handley



Jenny Birrell lifts a wheel on her Simca at Llandow while alongside Mike Freeman's Mexico.

Howden Ganley smokes the Citroën round Paddock at Brands. Howden was hoping for wet weather, when the car would be able to get on terms with the leading contenders.







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# Behind the wheel

by Denny Hulme



"... as they approached the hairpin Emerson had closed up enough to try to bluff his way down the inside but there was no way that was going to happen."

It was a pity that Jody Scheckter's winning run with the Yardley McLaren in the French Grand Prix had to be ruined by a fairly questionable manoeuvre by the World Champion. Jody was in front in the closing laps with Emerson about three lengths behind as they came up behind Beltoise in the BRM but he held Jody up through the twisty bit and as they approached the hairpin Emerson had closed up enough to try to bluff his way down the inside but there was no way that was going to happen.

Jody had the line for the corner and he shut the door on Emerson, as I would have done in his place (and, let's be honest, as Emerson would have done too) and the rear wheel of the McLaren rode up over the front wheel of the John Player Lotus throwing the McLaren high in the air. It came down hard damaging the front suspension and Jody did one more lap before coming in to retire while Emerson's car quit right there. It was all rather foolish in a way. The worst Emerson would have come off was to be second with six points instead of nine for a win and for those three points I don't think it was worth trying that desperately to get by someone who obviously had enough power to pass you down the straight on the last lap anyway.

I had a grandstand view of the whole thing because I had lost a lap with a puncture and was working my way in between the Tyrrells and Lotuses to try to give Jody some support from the rear while he got on with the business of trying to win his first GP. Jody was disappointed and our team was obviously disappointed as well, but he's young and I think he's sensible enough to know that he has a glowing career in front of him if he plays his cards right. It isn't every day you see someone with raw talent. With a bit of organisation someone with Scheckter's ability is going to make a Grand Prix record like Jackie Stewart's look fairly simple to achieve. I take it almost as a compliment that they call Jody "Baby Bear" on the American F5000 scene.

But for all our disappointments at Paul Ricard it was good to see Ronnie Peterson finally getting his first GP win—although I'm sure he would have far rather beaten me to win the Swedish Grand Prix a couple of weeks earlier than inheriting his win in France.

After the Swedish GP when everything went right it seemed as though it was back to my flogged dramas with engines and punctures. I had only done a few laps in the first practice sessions when my engine stopped and I switched to the spare car which was the M23 Yardley/McLaren. Peter Revson had used in Sweden. Peter had stayed over in the States for the Pocono 500 with the Gulf-McLaren. He had qualified fastest, but he retired in the race with a dropped valve. I managed to set fourth best time at Paul Ricard in the spare car while Jackie Stewart's Tyrrell was on the pole with a time that was good enough to keep him there for the race.

Jody was learning the track and we were helping him by copying the settings on my car on to his, and we had long discussions



Jody Scheckter talks with Alastair Caldwell in the pits at Paul Ricard.

about the optimum set-up. This is one of the benefits of having good cars and good drivers in a team because Peter, Jody and I compare notes all the time which cuts down on the amount of testing each driver would otherwise have to do on his own.

On the Saturday my engine went bad again and we changed the scavenge pump but that didn't seem to make any difference so it was back to the old "musical engines" games and a fresh engine for the race. Jody made the right choice of tyres for the race because the two Lotuses, Jackie's Tyrrell and my McLaren were all on one brand of Goodyear while Jody had decided to run a different type of rear and he had a big advantage on certain parts of the track.

When the race settled down Jody was out front looking as though he'd been a Grand Prix driver for years (it was actually only his third GP) with Peterson second, Stewart third, me fourth and Emerson fifth. Then I had my puncture. If this goes on much longer I'm going to have to talk to "Ed and Tread" Alexander to see if Goodyear can make me up a set of rubber tyres instead of these things with air in them.

The stop cost me a lap because I figured it would be better to change both rears to a different compound and I rejoined the race just as the Flying Four zoomed past with Jody still in front and the other three not giving a moment's peace which must have been unnerving for the kid. They managed to pull out a quarter of a mile on me while I scrubbed in the two new rears and by the time I caught them the order was Scheckter-Fittipaldi, Stewart, Peterson. Jody was having his problems in that the car tended to understeer on some of the slower parts of the circuit and he also had a locking right front

brake which cost him time braking for the sharp hairpins and this let the others keep tabs on him, but once they got out on to the long straight Jody's engine was pulling strong and he had Emerson's measure. Then Jackie had a puncture and I was sitting right in behind Emerson trying to work out how best I could occupy his attention while Jody made off like a robber's dog at which point they got all involved with Beltoise and then with each other.

This left me out ahead of Ronnie but well behind him on the lap charts because my pitstop had dropped me to 19th and I was clambering back to an eventual eighth, missing out on seventh by a mere tick of the stopwatch. Two laps from the end I set a new track record which shows that the car is right on form now, and the drivers are in pretty good shape as well—if only we can get this puncture thing licked.

It made a change for the McLaren team to be outdragging the Tyrrells and Lotuses on the straight, and some of the credit for this must go to the fact that we are now doing a lot of our own engine development. This doesn't mean to say that we have an endless supply of horsepower or engines, and the decision to switch engines on the eve of the race was a difficult one because it meant fitting the engine that was earmarked for my car at Silverstone.

We are all eager to get back into action at Silverstone for the John Player British GP this Saturday because we'll be fully armed with three M23s for Peter, Jody and myself and if the opposition (which seems to be limited to Lotuses and Tyrrell these days) were worried at Paul Ricard, we reckon to have them even more frazzled at Silverstone.



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# The John Player Grand Prix — the event of the year

Despite the problems and scares of the past few weeks, the John Player Grand Prix becomes a reality this weekend. Today and tomorrow the finest Grand Prix drivers in the world will be practising at Silverstone ready for the ninth round in this year's World Championship, which roars into being at 2 pm this Saturday. "We've never had Grand Prix racing like it," was Ken Tyrrell's comment last week. And he's absolutely right!

The flat, fast Northamptonshire circuit will no doubt be the setting for some more of the "Super Formula Ford" which we have already witnessed this year. Who will triumph this time—Peterson or Fittipaldi for John Player Team Lotus, Stewart or Cevert, the Tyrrell twins, or the mighty three-car McLaren team which includes the man everyone's talking about, young Jody Scheckter? No other team has won a Grand Prix this year, but they're all no doubt anxious to change that.

It's not just a Grand Prix, however. The RAC are organising supporting races for Group 2 saloons, Formula 3, Formula Atlantic and Historic racing cars, all of them for important championship points. Among a host of other attractions is a demonstration of the rear-engined Jaguar XJ13—the racing car that never was—which even by itself must be worth the basic £2 admission price.

See you there—at motor racing's biggest, most important day of the year. In the meantime, just to whet your appetites, the centre section of this week's AUTOSPORT is devoted to telling you all about the meeting; what, where, when and who to see at Silverstone, the track which celebrates its 25th anniversary this year.





# John Player Grand Prix—the details

The Formula 1 entry list for Saturday—published in full on this page—is fully representative of this year's World Championship. All the regular names are there, including the John Player Specials, the Tyrrells and the McLarens which have generally hogged the honours in this year's races, but there were one or two unsettled aspects as this section of the magazine closed for press.

Who, for instance, will drive Frank Williams' second Iso-Marlboro alongside Howden Ganley? Williams has two entries, and indeed will run two even though last week he had no driver for Nani Gani's old car. The one person who Williams would like in the car is Chris Amon, the Martini Tecno driver. But of course that team's future is extremely uncertain, and the last AUTOSPORT heard was that the Tecno factory gates were locked and the company retired from F1 racing! If neither of the two different Tecnos appears at Silverstone, it would be no surprise to find Amon in an Iso. Having missed Anderstorp and Ricard, it would at least be some F1 racing for the unlucky New Zealander.

But perhaps the biggest mystery is over Roger Williamson's car, which has been entered as a "Wheatcroft Ford." It was originally entered as a March but at the time of press even Tom Wheatcroft wasn't sure if there would indeed be a car. "I'm still trying to sort out a satisfactory deal," said Wheatcroft last week.

These March 731s will certainly be the most numerous of all makes at Silverstone, with the works car for Jarier, and the customer cars of Hunt, Purley and Beuttler. There is, however, some doubt about Beuttler's fitness following his Rouen F2 accident, and he too may be forced to withdraw if tests last week proved unsatisfactory.

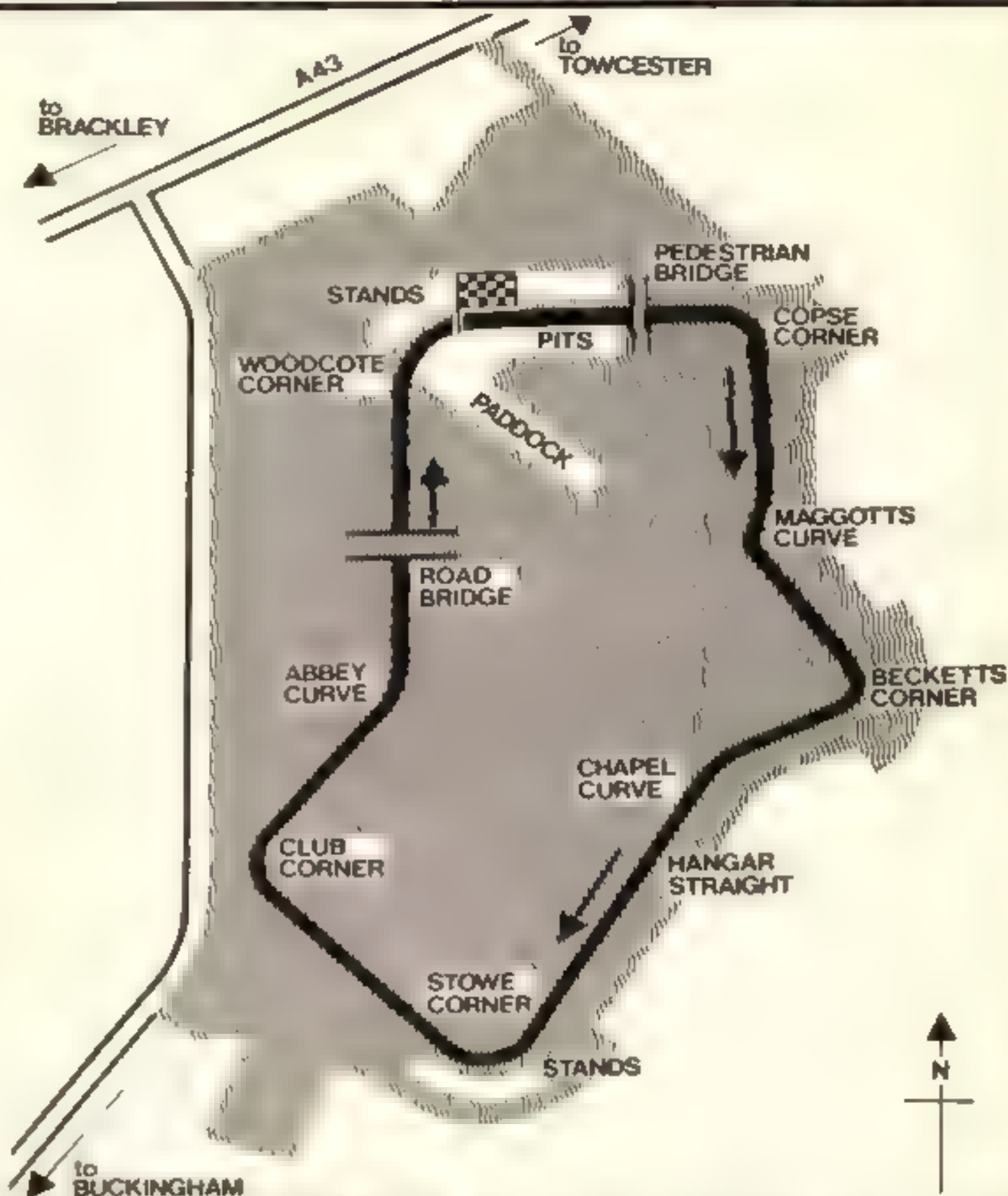
The third TS14 entered by John Surtees will be driven by Ford of Germany's ace, Jochen Mass. Testing of the white coloured car by Mass and Surtees was carried on for much of last week. Surtees stressed that the decision to run the German was not as a result of a hire deal. "We see Jochen as a very good long term prospect for the team."

As exciting as the prospect is, the 87-lap Grand Prix is only one part of a very crammed three days of sport and other activities at the Northamptonshire circuit. After two days of practice today and tomorrow, plus the heats for the F3 race tomorrow, the main attractions will commence on Saturday. The gates will swing open at 8.30 am, and there will be bus rides around the track until 8.45 am when the official opening ceremony takes place, with fanfares and parades, etc.

An untimed session for GP cars will be followed by Historic car practice, and then the final of the Formula 3 race. The 20-lap event is a qualifier for the John Player Championship, which will inevitably mean another of those thrilling races for the lead involving a dozen cars. Full entry lists for this and other events are published in this issue.

The buzzing Formula 3 bees will be followed by a demonstration of a rare and beautiful racing car that was never driven in anger—the rear-engined Jaguar XJ13 which was built in 1966. The car, with its petrol-injected V12 engine of 5 litres producing 502 bhp, was tested by David Hobbs and Richard Attwood but was sadly never allowed to show its potential in public.

Group 2 cars next take the stage for the 20-lap Automotive Products Trophy touring car race, in which Frank Gardner will be the pace-setter with the Camaro, hounded by Brian Muir (BMW) and Dave Matthews and John Fitzpatrick (Capris). During the lunch break Players' human kite will take to the air and the Thin Wall Special will take to the track. This car was the first to do a 100 mph lap at Silverstone.



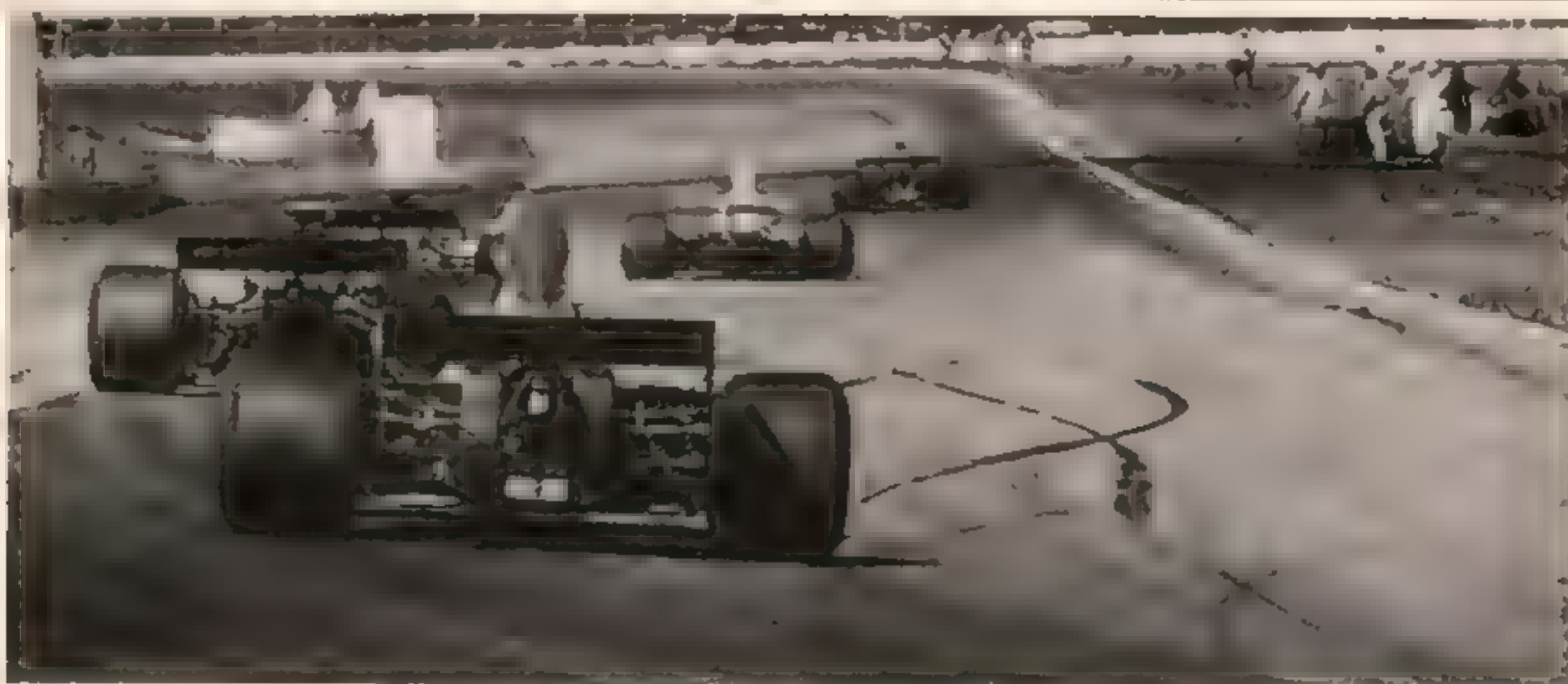
## JOHN PLAYER GRAND PRIX ENTRIES

Emerson Fittipaldi (BR)  
Ronnie Peterson (S)  
Jacky Ickx (B)  
Arturo Merzario (I)  
Jacques Stewart (GB)  
François Cevert (F)  
Denny Hulme (NZ)  
Peter Revson (USA)  
Andreas de Adamich (I)  
Carlos Reutemann (RA)  
Wilson Fittipaldi (BR)  
Graham Hill (GB)  
Jean-Pierre Jarier (F)  
Mike Beuttler (GB)  
George Follmer (USA)  
Jackie Oliver (GB)  
David Purley (GB)  
Clay Regazzoni (CH)  
Jean-Pierre Beltoise (F)  
Niki Lauda (A)  
Chris Amon (NZ)  
Mike Hailwood (GB)

Carlos Pace (BR)  
Howden Ganley (NZ)  
TBN  
James Hunt (GB)  
Rikky von Opel (FL)  
John Watson (GB)  
Jody Scheckter (ZA)  
Roger Williamson (GB)  
Jochen Mass (D)

John Player Special—John Player Team Lotus  
John Player Special—John Player Team Lotus  
Ferrari 312-B3—Spa Ferrari Sefac  
Ferrari 312-B3—Spa Ferrari Sefac  
Tyrrell—Elf Team Tyrrell  
Tyrrell—Elf Team Tyrrell  
McLaren M23—Team Yardley McLaren  
McLaren M23—Team Yardley McLaren  
Brabham Ford BT42—Ceramica Pagnossin  
Brabham Ford BT42—Motor Racing Developments  
Brabham Ford BT42—Motor Racing Developments  
Shadow—Embassy Racing  
March 731—STP March Racing Team  
March 731—Clarks-Mordaunt-Guthrie-Durlacher  
UOP Shadow—Nichols Advanced Vehicle System  
UOP Shadow—Nichols Advanced Vehicle System  
March 731—LEC Refrigeration Ltd  
BRM P160E—Marlboro BRM  
BRM P160E—Marlboro BRM  
BRM P160E—Marlboro BRM  
Tecno—Martini Racing Team  
Surtees Fina TS14A—Brooke Bond Oxo Rob Walker-Team Surtees  
Surtees Fina TS14A—Brooke Bond Oxo-Team Surtees  
Iso-Marlboro—Frank Williams Racing Cars  
Iso-Marlboro—Frank Williams Racing Cars  
March 731—Hesketh Racing  
Ensign Ford—Team Ensign  
Brabham Ford BT37—MRD/Hexagon of Highgate  
McLaren M23—Team Yardley McLaren  
March Ford 731—Wheatcroft Racing International  
Surtees TS14A—Team Surtees





This photograph shows just how hard tyres have to work—note the tyre marks being laid.

The Grand Prix, which starts at 2 pm, will be preceded by a parade of the competitors and then it will be all action for 67 laps of Formula 1 racing. For the winner, lucky or deserving, there will be a champagne presentation and much merriment, followed by a lap of honour.

But don't go away! There will still be the 12-lap JCB Historic car race and a 15-lap thrash for the Formula Atlantic cars qualifying for the Yellow Pages championship.

● For camping fans a special area has been reserved outside the circuit perimeter behind the main straight. There will be no camping within the circuit premises itself.

● Silverstone will be fully signposted over a wide radius by the RAC. It is important to follow the signs for your specific car sticker. It will ease traffic flow—but do set off early.

● For those not going by road, British Rail are running a special excursion from Euston via Watford to Northampton. The return fare of £1 for adults and 70p for children includes the coach transfer from Northampton to the circuit. The motor racing special leaves Euston at 8.06 am (Watford at 8.25 am) and the return coaches leave the circuit at 6.15 pm. The train should arrive in London at 8.51 pm. The whole deal would seem to represent excellent value for money.

● Basic admission price has been pegged at £2, and even though all Saturday's grandstands have been sold there is plenty of good viewing around the rest of the circuit. A limited number of paddock transfers will be available at £2.50. Today's prices: adults 50p,

children 20p; paddock free. Friday: adult entrance £1, children 20p, paddock 50p. On these two days grandstands are free.

● If you're a gambling man or woman, or just a keen follower of form, you will probably be interested in the betting odds that are being offered by Ladbrokes.

Stewart 2/1, Peterson and E. Fittipaldi 3/2, Hunt 4/1, Villeneuve 5/1, Reizenstein and Schachter 6/1, Mansell 7/1, Piquet 8/1, Jones 9/1, Gurney 10/1, Andretti 11/1, Adams 12/1, W. P. Jones 13/1, Hunt 14/1, Fittipaldi 15/1, Villeneuve 16/1, Reizenstein and Schachter 17/1, Mansell 18/1, Piquet 19/1, Jones 20/1, Gurney 21/1, Andretti 22/1, Adams 23/1, W. P. Jones 24/1, Hunt 25/1, Fittipaldi 26/1, Villeneuve 27/1, Reizenstein and Schachter 28/1, Mansell 29/1, Piquet 30/1, Jones 31/1, Gurney 32/1, Andretti 33/1, Adams 34/1, W. P. Jones 35/1, Hunt 36/1, Fittipaldi 37/1, Villeneuve 38/1, Reizenstein and Schachter 39/1, Mansell 40/1, Piquet 41/1, Jones 42/1, Gurney 43/1, Andretti 44/1, Adams 45/1, W. P. Jones 46/1, Hunt 47/1, Fittipaldi 48/1, Villeneuve 49/1, Reizenstein and Schachter 50/1, Mansell 51/1, Piquet 52/1, Jones 53/1, Gurney 54/1, Andretti 55/1, Adams 56/1, W. P. 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Jones 1157/1, Hunt 1158/1, Fittipaldi 1159/1, Villeneuve 1160/1, Reizenstein and Schachter 1161/1, Mansell 1162/1, Piquet 1163/1, Jones 1164/1, Gurney 1165/1, And



## John Player Grand Prix—the details

### Other entries

**AUTOMOTIVE PRODUCTS FOR GROUP 2  
TOURING CARS**

Driver	Year/Make/Model	Car/Entrant
Over 2000 cc		
John Fitzpatrick	Ford Capri	RS2600/Ford Motor Co Ltd
David Matthews	Ford Capri	RS2600, Lindrick Finance Racing with She Sports
Brian Muir	BMW 3.3	CSL/Dealer Team BMW
Terry Ganger	Chevrolet Camaro	Research Consultants Ltd
Marlin Thomas	Chevrolet Camaro	Altynas
David Howes	AMC	Jewell & Howes Motors
Frank Gardner	Chevrolet Camaro	SCA European Road Services
Dennis Leach	Ford Mustang	Driver
1301 cc to 2000 cc		
Andy House	Ford Escort	RS1600/VMW

Jonathan <sup>Bur-</sup>  
combe <sup>bank</sup>  
Lowrie H <sup>men</sup>  
Dave Brodie  
Ford Escort RS1600/Driver  
Ford Escort RS1600/Garry  
Edmonds  
Ford Escort RS1600/Nor  
man <sup>and</sup>  
Reeves <sup>Motors</sup>

1600 cc to 1300 cc	BLMC Cooper S Driver
Richard Piper	BLMC Cooper S Driver
Paul Burl	BLMC Cooper S Driver
Mike Dinkley	BLMC Cooper S Driver
Bernard Bird	B & S Moss Machines Ltd
	BLMC Cooper S Driver
	Morris Co Ltd
Gordon Dawkins	B MC Cooper S Driver
Chris Moss	B MC Cooper S Driver
John Mowat	B MC Cooper S Driver
Billy Johnson	BLMC Cooper S Driver

O. Thatcher  
Vince Woodman

Jeremy Nightin	Ford Escort GT Driver
G. Ian Follisue	Ford Escort GT/Ford

Tony Dickinson	Molloy Co Ltd	Ford Escort	GT Richard
John Hanson	Peabon Ltd	Ford Escort	GT The Bus

Moto K'ien	Datsun Sunny Nissan Dat
Alex Poole	Datsun Sunny Nissan Dat

Up to 1000 ac	
B. McGovern	Synthes imp G. Bevan
Ivor Goodwin	Synthes imp John God

Mervyn Adams	Sunbeam	Imp/D'var
Tony Charnell	Sunbeam	Imp/Maleyn
Adrian Webb	Sunbeam	Imp/Stapleton

	Motor	Reeling	Pump
Jeremy Bean	BLMC	Mini/Driver	
Gavin Booth	BLMC	Mini/Driver	
Jim Buchanan	BLMC	Mini/Driver	

<b>Reserve</b>			
Nano Chen	.	Alla Romeo GTA Junior	

Mick Osborne  
Ernst Berg

**JCB HISTORIC CAR ROUND**

## JCR HISTORIC CAR ROUND

**Up to 2000 cc**

Terry Hanson	Lotus Driver
Tony Beeson	Porsche RSX Driver
Peter Jackson	Porsche 990 RS Driver
Colin Readay	Alfa TT Sports Driver
David Chuds	Lotus B sto David Mx head



**Fitzipaldi v Stewart—only one championship point between the Scot and the Brazilian.**

Ken Rogers  
Barry Simpson

Richard P. King	Cooper Broker Driver
Barnd Worth	Ford Motor Mfg. Driver
Charles R. King	

2000 cc to 3000 cc  
John H. Hite  
Ray Purvis  
Blair H. Hays  
Raymond F. Eding  
L. H. Rose  
A. G. Colman

Messeri T po 60: Other  
Lot's 14, 16 D ver  
C. Knight B. J. ver  
As - 14, 16 DRR D ver  
Mass at 250 F. ver  
Messeri 250 F. Driver  
Messeri 250 F/A C M

Alfred M. Jr  
Wm Green  
Masc # 250 F/D red  
Masc # 250 F & C Barn  
Ford Excavator

Mr. Patrick Lind	Mut. Jhon Driver
Ray	As n M'n DBIS Cooper
Robert Cooper	Shaw's Ltd
Colin Crabbe	Farar & Tyle Books

P D 48  
 Rove 61 Spec 4 Drive  
 Mase 31 Tpo 61 Hesteth  
 Ra 49

Over 3000 cc  
B A 2-  
M ay 5 m h  
M n M 8  
Jaguar MK 35 Paul Kelly  
Tr a 400 mtr 7 vet  
Jaguar D type D vet

W E Electricity	Jay A D Type Paul
	has
Christopher Drake	Lt Lt Ague Oyer
Richard Bond	Lt Lt Ague Richard
	locos

John Maper	Late	Ague Forward	En
Anthony Mullen	Late	Ague Forward	En

Pho Reps:	Like	Ag	Forward	En
Gordon Lee	Like	Ag	Forward	En
N. A. Fawcett	Like	Ag	Forward	En

Mon John Fe  
Owen Material: 450 S Driver  
Faj We don Late Chevrolet D ver  
Baker

He Cone	Aston Martin DB4A Driver
Hon Peck and	
Ray	ERA R5B Driver
Simon Phillips	Fase Nash Lt Manx

Peter van Rossum	Jaeger	'D' Type, Driver
A. J. B. B. B.	Lo us	Dr vet

YELLOW PAGES FORMULA ATLANTIC RACE

YELLOW PAGES FORMULA ATLANTIC RACE

March Reg James 15 Super Sea  
L. S. Ry Asst Joe 8 Ors  
Geoff F. Swa David Pur  
ley Stan Matthews Pip  
McLo Con Andrews  
(Promo) Ray Ma o k  
(Keg sed Flag) Con  
Vanderwell (Triple), Steve  
Choularton (Avalanche) Ro

Brehm	John Edson Joe Mayo John Wing field (Marshall Wingled) Howard Rose
Chevron	John Legg (Central Garage) Mike Milled Martin Webb
GRD	Robin Smythe Tom Watkins Myson, Bow Bend Custom Made with Harry Slater
Sumner	Arthur Salisbury F A Gerald Peter Wardle Charles Lucas (Haskell Marney)
Lynear	John Nicholson (Pinch) Dave Oxton (Pinch)
Ensign	Brian Robinson (Thin En gines)
Huton	Colin Savage (Falspeed)
Martin Pinch	Brian Martin (Pinch)
Tu	Jim Murdoch
Waltham	Jack Paterson
Motor	Tom Pryce or TEN (Thin Properties)
Boysse	Tom Pryce or TEN (D J Bond)

JOHN PLAYER FORMULA 3  
CHAMPIONSHIP RACES

Heat 1	
March	Tony Bruce (Kent Messen- ge) Buzz Buzaglio Jose Esposito Santo Messeri Kuwashima Royalen Rac- ing, Nicholas von Preus- sen IP and M Racing Pig- gallions) Telerio Max Sponner STE Nora rnt) Danny Sullivan Richard Knight John Stanley Alan Jones (DART GAD) John Mac Donald, Neil Gunn Jeremy Gamba
Ensign	Mike Woods (Dampster In- ternational) Mike Tyrrell (Mike Gregory) Dis Val- lund John Little (Pro- milo)
Brabham	Jimmy Furrer (ADM Bus- ness Systems) Randy Lewis (Wenger) Will Swarston
Royale	John Sheldon (Fast Com- munication Services) Simon Sherman
Alpine	Alan Davies (Tuller and Riley)
Eiden	Andy Sutcliffe (Mittord Group/Team Eiden)
Merlyn	Bernard Vermaak
Heat 2	
GAD	Jose Ferreira (Royalen Racing), Graham Gordon Richard Roberts (Myson Racing with GAD), Brian Henton, Tony Row (AB3), Roger Craven (L and K), Pedro Passadom (DART) Basil Acqua (GRS)
Ensign	Larry Perkins (Team Ensign) Ken Sedgely Rob of Wunderink Tom Hester
March	Leonel Friedrich Steven Coer Ian Taylor (Chris Andrews) Nick Crossley Mo Haines IP and M Racing Preparations Rus- sell Woods Chequered Flag) Matt Spitzley
Beagle	Jim Yardley
Enrich	Derek Lawrence (Dr Jo- seph Enrich)
Brabham	Johnny Gerber (Ippokam- pos) Damien Magee (A W Brown
MRE	Barrie Maskell (Compa- tion Carl)
Royale	Valentino Musetti

## SILVERSTONE—THE TIMETABLE

## THURSDAY, JULY 12

Formula 1	practice	
Formula 3	{heat 1}	practice
Formula 3	{heat 2}	prac ch

Group 2 practice  
FRIDAY JULY 13

FRIDAY JULY 13  
Formula A 1st & 2nd practice  
Group 2 1st practice  
Formula 1 1st practice

Formula 3 heat 4

Formula 3 heat 2  
SATURDAY JULY 14  
Formula 1 practice

### John Player Formula

Automotive Products race for Group 2 cars  
John Player Grand Prix  
JCB Historic car race  
Yellow Pages Formula Atlantic race





EMERSON FITTIPALDI



RONNIE PETERSON

# What gets them around, gets you around.

At the beginning of this racing season, Ronnie Peterson joined World Champion Emerson Fittipaldi in the John Player Team Lotus.

It seemed like a bright idea at the time.

It turned out to be a brilliant one.

Together, they have won no fewer than nine Grand Prix places.

Three of them outright victories by Mr. Fittipaldi.

(Not to mention Mr. Peterson's first ever Grand Prix First a fortnight ago.)

These rather impressive results have led us to the happy conclusion that Mr. Fittipaldi and Mr. Peterson have together become the most formidable combination on the Grand Prix circuit.

For no particular reason other than an ever increasing sense of pride, we at Texaco would like to remind you that the fuels these men drive so brilliantly on are obtainable from Texaco stations everywhere.

Ordinary Texaco petrol and Havoline oil.

They're the other part of the winning combination.



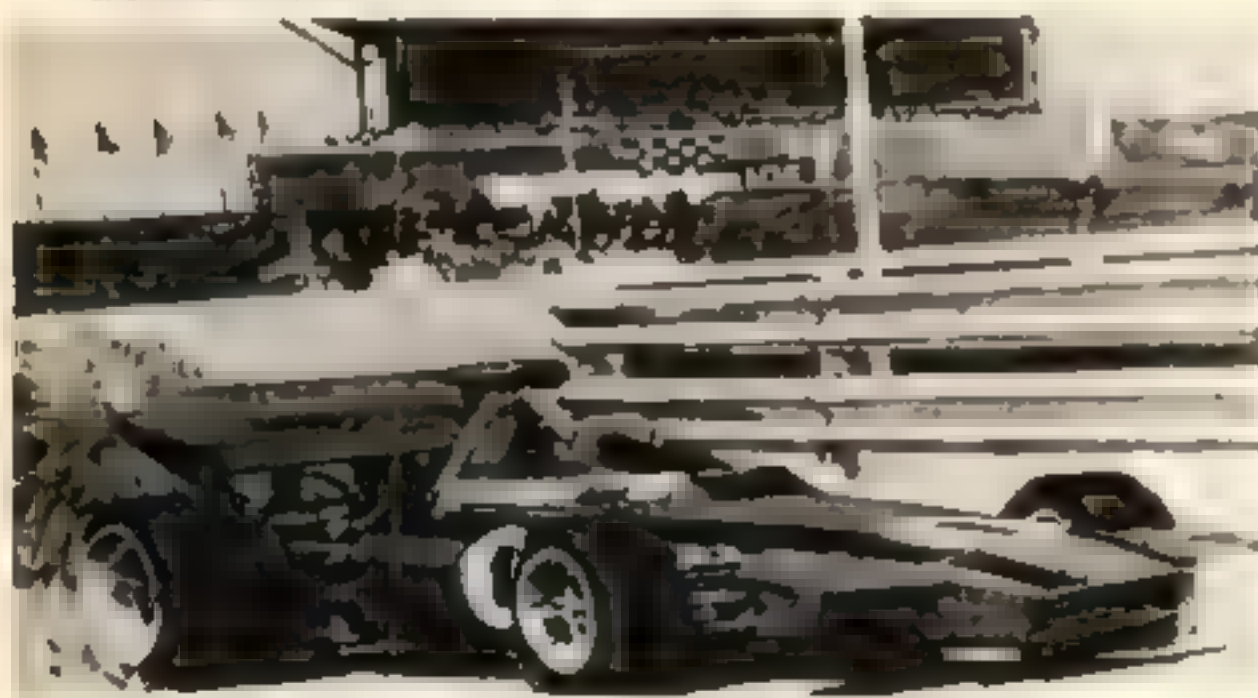


# GOODYEAR IS RACING TO DEVELOP A BETTER CAR TYRE.

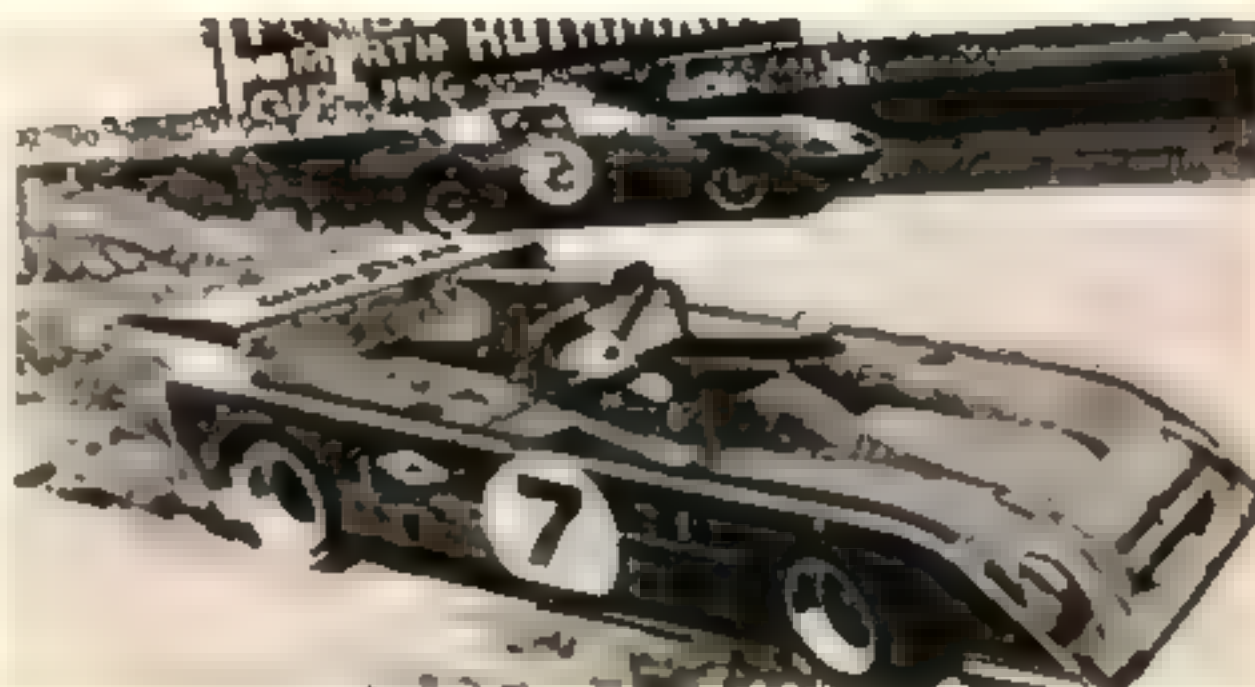
Goodyear have invested enormous energies in today's racing in the sure knowledge that tyre experience gained on racing circuits helps in the development of ordinary car tyres.

The constant search for even tougher racing tyres continues to throw up new fabrics, new fibres and new ideas for tyre construction that can be used in tyres fitted to your family car.

The extent of Goodyear's success in racing is clearly shown by the results achieved so far in 1973.



In Formula 1 the first 8 world championship events fell to Goodyear – a 100% record.



In prototype sports car GT Goodyear were successful at Vellelunga, Dijon and Monza 1000 k.m. events.

In Formula 2 Goodyear tyres led the way at Hockenheim, Thruxton, Nurburgring and Pau in France, where again the first three places fell to Goodyear through Cevert, Jarier and Schenken.

Successes like these culminate in better tyres for you. One such example is the G800 Supersteel radial, a unique combination of steel belts and polyester sidewalls. Such was the confidence in the strength and safety of this tyre that Goodyear landed a two ton aeroplane on it.

And that is why Goodyear goes racing.



## GOODYEAR

the safety minded Company



"Racing is so close this year! Very soon I think we are going to be altering the car between practice and the race. We are finding this year that what is the fastest setting around the circuit is not always the best for the race."—Emerson Fittipaldi

The Championship points differential is one, and this is exactly the middle of the season. Now that is a close dice.

It seems mostly due to money. Nasty stuff, dirty dirty, but it pays for racing and there's a lot of it flowing these days. Money to hire multi-starred drivers and build them extra cars with expensive experimental tweaks and spend between-race days testing, testing, testing. For an era of the sport when there is very little straight-forward participation by giant manufacturers, the complexity and sophistication of the present GP cars is high. "The cost of your racing team," groused one manager recently, "is the budget of the team which is winning." There are two teams which have been winning regularly in the first half of 1973. They are the two which draw more backing than the others, which seem to be able to match each other tweak for expensive tweak, test day for test day. It is their two top drivers who are nearly dead-heating in the points battle. Of course, it may not be all money: there's a spoiler in the equation, a third team which from all the tales, doesn't have anything like the backing of the other two but which has recently been making up for it with talent.

People who reach this level are driven compulsively to win. The races nowadays are so competitive, and follow one upon the other so quickly, that nobody can let up for a minute. The stress on personalities is becoming incredible. Already there have been signs of it: examples of "finger trouble" from exhausted mechanics, of "brain strain" from overloaded managers "loose put at the wheel" errors from first rate drivers.

Partly because of ever increased regulations—many of a designer's lines are pre-drawn for him by one rule or another—the F1 car appears to be in a rather static period of development. In terms of engines, for instance, we seem to have run into a wall of some sort. There is only one GP engine these days, the excellent and ever more reliable Ford Cosworth which has been under no pressure to offer more power for a couple of years now. Those firms which try to beat it can't seem to even match it. The Cosworth is becoming the Offy of Europe.

Transmissions, too. Hewlands continue to drive the wheels of all winners so far with the same traditional design, although they have been sorting out a new model behind the scenes. BRMs are extending the case of the present box to hold 6 speeds, but so far haven't shown it in public. Tyrrells have experimented with their own differential locker (their designer Gardner is an experienced transmission man) but haven't raced it.

Nobody is experimenting with exotic structural materials, and suspension design seems to be well established, and even the basic layout of the car, the arrangement of the elements, seems static. There are, however, three areas in which intensive development is still going on—in which, to put it another way, complex problems are still being experienced: brakes, aerodynamics, and tyres.

"One or two years ago we were braking for a certain corner at perhaps 100 metres, today we are braking at about 70. So you can see how much more difficult it is to overtake under braking, to have enough time and space to get by." When Fittipaldi wants to pass Stewart (or Scheckter?) he's going to try it going into a corner, but as he says the margins are getting narrower and narrower. Increasingly, it seems, one hears drivers complaining "there's no place to overtake." Several times this year, particularly at Montjuich and Zolder, there has been a surprise overloading of existing brake systems. Yet other circuits offer varying lesser degrees of trouble. Many cars have started appearing from week to week with different combinations of brake elements to suit specific require-

## A look at F1 technicalities

By PETE LYONS



Above: "strap drive" system on the JPS inboard front disc. The links allow a certain amount of lateral compliance, which is supposed to reduce vibration and pad "knock back." Below: An engineer checking disc temperatures. Sizes of disc, type of disc and amount of air ducting must always be adjusted to keep working temperatures within certain bounds.



ments. Different callipers from both Lockheed and Girling. Different discs of several different thicknesses and diameters, with rubbing surfaces either drilled or grooved in several different patterns—or left smooth for some circuits. Some cars have their discs mounted freely on their hubs, driven by links which allow lateral compliance. Some circuits require more air ducting than others, and of course Ferodo are engaged on a constant intensive development of different pad materials.

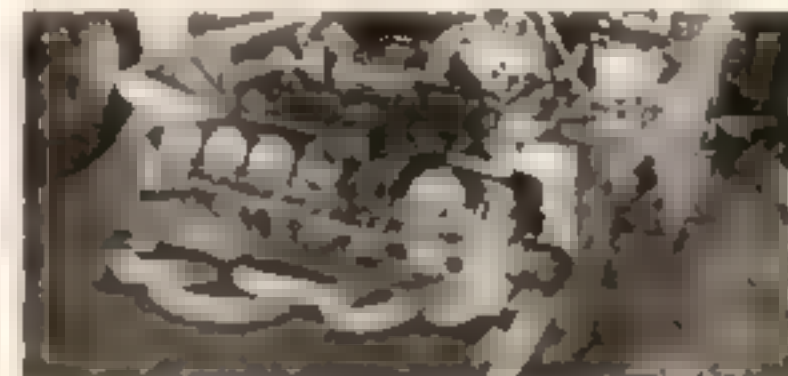
Brake pad compound would seem as involved a subject as tyre compound. Each braking area of each circuit puts a different flow of energy through the pads, and conditions change as different tyres are tried. The ideal brake pad offers the driver a perfect consistency of pedal feel throughout the full length of each application, just as much as it offers the maximum retardation for the minimum effort—ideals which, if they are ever fleetingly achieved, are obsoleted by the changed conditions of the next race meeting.

"F1 seems at the moment to be right on the borderline in terms of body requirements: it's hard to decide between the two basic shapes of nose. Sometimes the 'sportscar' type seems to work better, but there are times when the 'tube-with-fins' is best." That from Ralph Bellamy, who originally (at least) put a full-width nose on his F2 design, but who isn't ready to specify the same for the F1—even though the Lotus team has experimented with one. At the same time, of course, Tyrrells have tried out an aerofoil nose.

Full-width noses probably offer less down-force, no matter what tabs or fences or curves are built in, but properly done they do give more straight line speed. They also give another quality: stability in aerodynamic turbulence in traffic. A pure aerofoil works best in clean air and is easily upset when it encounters the wake from another car. In a pole-seeking qualifying session this may not



Above: The Tyrrell's strap drive disc mounting. Compared with JPS system, the links are fewer. It is this that has figured in two of Stewart's three brake failures so far this year. Below: Ferrari 312 B3 engine is mounted on castings at both ends. This is the only engine which comes anywhere near the performance of the Ford DFV.



be much of a handicap, but during a hard-fought race with other cars it might make all the difference.

Stability comes into the choice of rear wing location, too. No longer allowed by the rules to be well above the car in clean air, it can still find ever less turbulence and more space to work the further back it is in the flow boiling from the tail. But the further back the more leverage it has, and the more likely it is to lift the front wheels off the ground. The car becomes more sensitive to variations in pitch, too—and perhaps more likely to break its wing mounts. All this means a longer, somewhat less wieldy car carrying more weight.

"The faster you go through a corner the safer you are. Look, suppose you're coming up a straight at 165 mph and in front of you there's a corner; now, if I gave you a choice of a tyre that was capable of getting you through at 160, wouldn't you be safer on that tyre than one which forces you to slow down to 140?" That's how Goodyear boss Ed Alexander answers the current arguments advocating cutting back of tyre performance. No doubt about it, the tyre companies are the major supporters of motor racing today, and they have the most knowledge of what they're talking about.

It may be due to the intensive research and development going into rubberwear that racing tyres are the most critical components of the modern car. Engine, suspension, aerodynamics, even driver all come to nothing if the four little contact patches don't work. A change in compound mix can by itself change the personality of a car and how it must be driven. A too-spectacular style can heat the rubber beyond a fairly critical ideal range after which the gentlest driving cannot bring it back to its former level of grip. Different types of tyre are better in braking but less good in cornering, while still others might work well in short, sharp turns but deteriorate partway through long ones. Tyres can pick up



# Our track record speaks for itself.



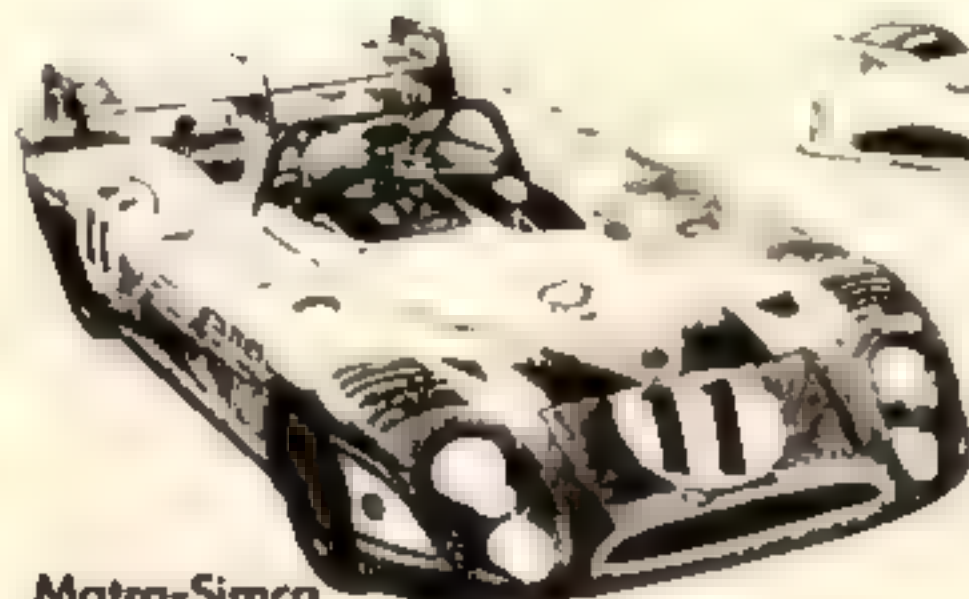
**Chevron B24 Formula 5000**

1st: Race of Champions-Brands Hatch  
Lockheed Brakes  
Borg and Beck Clutch



**Tyrrell-Ford**

1st: South African GP, International Trophy Race-Silverstone  
Borg and Beck Clutch Purolator Filter  
1st: Belgium GP, Monaco GP  
Lockheed Brakes Borg and Beck Clutch Purolator Filter



**Matra-Simca**

1st: Le Mans 24 hours race Borg and Beck Clutch



**March 732 Formula 2**

1st: Mallory Park F2. Championship Race  
Borg and Beck Clutch

**Lola T330 Formula 5000**

1st: International Trophy Meeting  
Silverstone 1st: Snetterton  
Lockheed Brakes  
Borg and Beck Clutch



**Gulf Mirage**

1st: Spa 1000 kilometres Borg and Beck Clutch Purolator Filter

**SCA Camaro Group 2 Saloon**

1st: Brands Hatch  
Lockheed Brakes  
Borg and Beck Clutch  
Purolator Filter



**John Player Special (Lotus 72D)**

1st: Argentine GP, Brazilian GP,  
Spanish GP, French GP, and  
1972 World Championship  
Borg and Beck Clutch  
Purolator Filter

**Yardley-McLaren M23**

1st: Swedish GP,  
2nd: Race of Champions  
Lockheed Brakes  
Borg and Beck Clutch  
Purolator Filter



**Automotive Products Group,**  
Leamington Spa, Warwickshire.

Manufacturers of racing components. Borg & Beck clutches. Lockheed brakes. Purolator filters. Lockheed steering and suspension joints.



too much gummy material, mostly oil, from the track surface and go out of balance, or shift round on their rims and give the same effect. Another even more destructive form of vibration can happen in sharp corners if the driver tries too hard. Increasingly, it seems, tyres are susceptible to being easily punctured.

The problems facing the tyre engineers are the most dramatic—because of being the most public—of any engaged in improving the F1 car, but "Ed-the-Tread" leads his opposite numbers in other firms in a plea to be left alone, without misguided regulations, to work out the solutions.

His point about speed through corners, the differential between that and speed on the straight, is interesting. The more tyre a car has, and the more wing it carries, the more this differential narrows. At many circuits nowadays the most timid backmarker routinely takes flat out sections that a few years ago would have been real men-from-boys workouts for the aces at the front. Ronnie Peterson has made an illuminating explanation of one reason why GP drivers don't want to race at Spa any more.

"Nowadays the best prototypes can go all the way from Les Combes at the top of the hill, down through Burnenville, through Malmedy, all along the Masta straight and even through the Kink, all the way to Stavelot, without lifting. That's several miles flat out. Even a not-so-good F1 car could do that easily, so a race there would become a slipstreaming battle just like Monza—but it would be much more dangerous because of the hills and curves."

Are the chassis becoming better than the engines? How about increasing F1 to say five litres? Emerson chews his lip and thinks about that: "You know, if you had asked me that at the beginning of this year I think I would have said no, we don't need it, but maybe if you ask me at the end I will say yes. With the aerodynamics and the tyres now there isn't much extra horsepower left. In some places the F1 is becoming a little bit like a F2 to drive. You know, at Silverstone this time I really think we will be able to go through Woodcote flat."

That's 180 mph he's talking about!

As a natural result of several factors, it would seem, GP racing is getting more and more tense. Three teams, so far, have found themselves struggling hard against each other for wins in races. With a state of sorts set into the machinery picture, more and more teams ought to be able to assemble competitive cars. Improvements in cornering ability, unmatched by increases in maximum speed, are changing the nature of the task facing the driver. Braking improvements, troublesome to achieve, continually narrow the chances of overtaking. Formula 1 is perhaps growing towards its maturity, as has been suggested, certainly the recent races have been reminiscent of the desperate battles in lesser classes like F3.

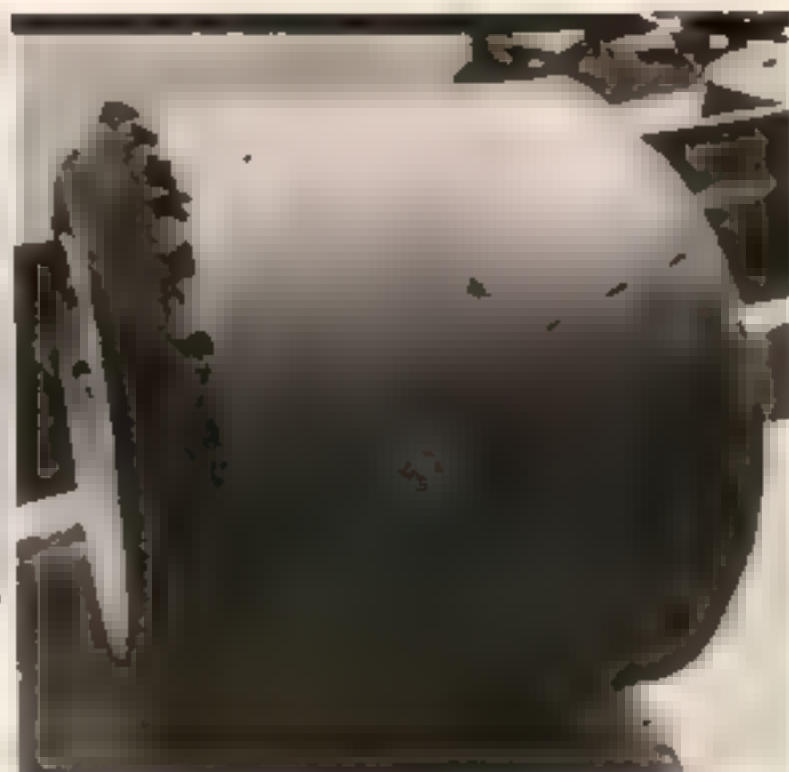
Grand Prix today is fabulously close. It is true that the cars tend to be alike, but a careful look at them will show many areas still subject to uncertain experimentation. If there is not a wide variety of basically different engines, chassis, and configurations, well nor is there in circuit performance—and that guarantees terrific racing.

Jackie Stewart says about the prospects for the Silverstone race: "It's never been so good, so competitive. You know, there aren't any 'nails' left nowadays, all the cars are quite basically good in fact. If you recall some of your old British GPs you'll remember lots of third-rate old cars that just struggled around slowly. There wasn't much real racing. But there are so many good cars today. Silverstone is going to be so bloody fast this time."

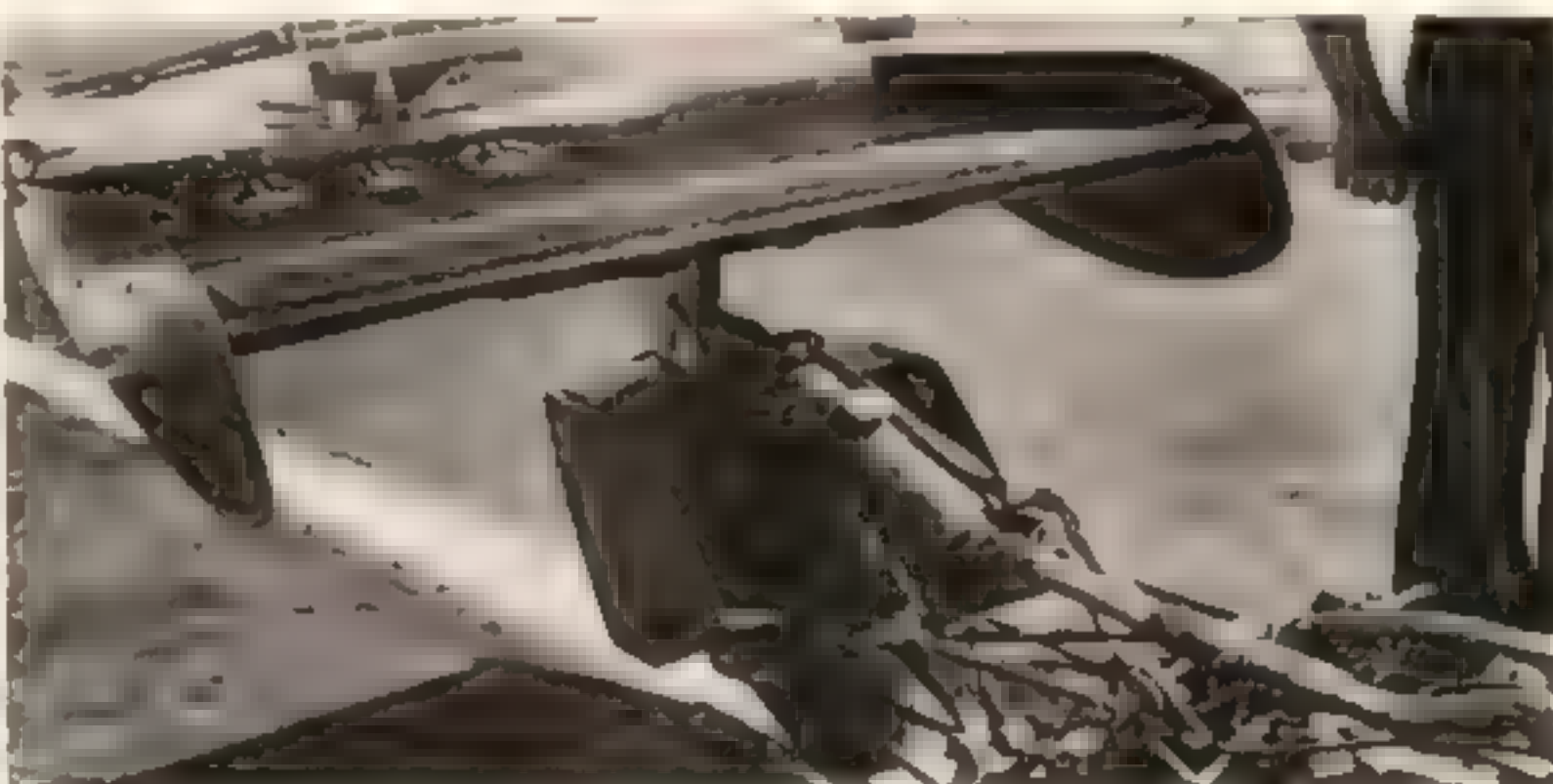
Amen, and anyone who moans about "the good old days," saying that modern cars hide what the driver is doing, and go round the corners with too much clinical perfection to be interesting to watch . . . that person just has not gone out to a corner and watched Ronnie!



Above: Ensign carries much fuel weight plus oil weight in the centre of wheelbase. Above right: A badly blistered Firestone (from Pace's Surtees). Too much heat at edges has caused tread to foam into bubbles.



Below: Aerodynamics. At Paul Ricard the JPS rear aerofoils cum oil tank and radiator were relocated 10 in farther back, to hopefully move them into an area of more effective airflow. F1 regs for 1974 will limit aerofoil rearward placement and also require mounting oil tanks further forward, away from collision damage.



#### 1973 WORLD CHAMPIONSHIP

	Buenos Aires	Interlagos	ZA Kyalami	E Barcelona	B Zolder	MC Monte Carlo	S Anderstorp	F Ricard	Total
<b>Drivers</b>									
Stewart	4	6	8	—	9	9	2	3	42
Fittipaldi, E	9	9	4	9	4	9	—	—	41
Cavert	6	—	—	—	—	—	4	—	31
Hulme	2	4	2	1	—	1	9	—	19
Peterson	—	—	—	—	—	4	9	—	19
Revson	1	—	6	3	—	2	—	—	14
Ickx	3	2	—	—	—	—	1	2	8
Rautemann	—	—	—	—	—	—	3	4	7
Merzario	—	3	3	—	—	—	—	—	6
Follmer	—	—	1	4	—	—	—	—	6
de Adamich	—	—	—	—	3	—	—	—	3
Beltoise	—	—	—	2	—	—	—	—	2
Lauda	—	—	—	—	2	—	—	—	2
Fittipaldi, W	1	—	—	—	—	—	—	—	1
Regazzoni	—	4	—	—	—	—	—	—	1
Amon	—	—	—	—	1	—	—	—	1
Hunt	—	—	—	—	—	—	—	—	1
<b>Constructors</b>									
JPS Ford	9	9	4	9	4	6	6	9	56
Tyrrell-Ford	6	6	9	6	9	9	4	6	55
McLaren-Ford	2	4	6	3	—	2	9	—	26
Ferrari	3	3	3	—	—	—	1	2	12
Brabham-Ford	1	—	—	—	3	—	3	4	11
Shadow-Ford	—	—	1	4	—	—	—	—	6
BRM	—	1	—	2	2	—	—	—	5
Tecno	—	—	—	—	1	—	—	—	1
March-Ford	—	—	—	—	—	—	—	1	1
Remaining rounds: John Player, Silverstone, July 14; Dutch, Zandvoort, July 29; German, Nürburgring, August 5; Austrian, Österreichring, August 19; Italian, Monza, September 9; Canadian, Mosport, September 23; America, Watkins Glen, October 7									



# John Player Grand Prix — the drivers



**JACKIE STEWART** b Milton, Dunbartonshire, 1939 Club racing up to 1963 1964 F3 Cooper 1965 67 F1 BRM 1968-69, F1 Tyrrell Matra 1969, World Champion 1970 F1 March then F1 Tyrrell 1971 F1 Tyrrell, World Champion CanAm Lola 1972, F1 Tyrrell, 1973, F1 Tyrrell G2 Ford He met white, tartan band



**EMERSON FITTIPALDI** b Sao Paulo, 1947 1965-68 raced Karmis saloons and GTs in Brazil 1969 Europe FF Marilyn, F3 Lotus 1970, F2 Lotus and F1 Lotus 1971 F1 Lotus, F2 Lotus 1972 F1 John Player Special, World Champion F2 Lotus 1973, F1 John Player Special F2 Texaco Star G2 Ford He met deep maroon and red



**FRANCOIS CEVERT** b Paris, 1944 1967 F3 Alpine 1968 F3 Tecno 1969 F2 Tecno 1970 F2 Tecno G6 Matra and later F1 Tyrrell March 1971, F1 Tyrrell, F2 Tecno 1972 F1 Tyrrell, F2 March G7 CanAm McLaren 1973 F1 Tyrrell, F2 Elf G6 Matra He met red blue and yellow stripes



**DENNY HULME** b Te Puke, New Zealand 1936 1960 NZ Driver to Europe 1963 Brabham F1 1964 F2 Brabham 1965-67 F1 Brabham World Champion 1967 1968-70, F1 McLaren F1 and CanAm CanAm Champion 1968 and 1971 He met white with twin black stripes



**RONNIE PETERSON** b Drebo, Sweden 1944 1965 44-76 and F3 Suede 1967 F3 Brabham 1968-69 F3 Tecno F2 Tecno and Lotus 1970 F1 March F2 March 1971 F1 and F2 March 1972 F1 and F2 March G4 Ford 1973 F1 John Player Special, F2 Texaco Star He met blue with yellow band



**PETER REYSON** b New York USA 1919 1962 F3 Cooper 1963 F3 Cooper in Europe 1964 F1 Lotus privateer 1965 F2 and F3 Lotus 1970 CanAm Lola 1971 CanAm McLaren USAC McLaren F1 Tyrrell 1972 F1 USAC, G6 Alfa Romeo, CanAm McLaren 1973 F1 McLaren He met red white and blue



**JACKY ICKX** b Brussels 1945 Motorcycle and saloon successes in Belgium 1968 F2 and F3 Matra 1967 F2 Matra 1968 F1 Ferrari G6 JW 1969 F1 Brabham and G6 JW 1970-72 F1 Ferrari and G5 Ferrari 1973 F1 Ferrari G5 Ferrari G2 BMW He met dark blue



**CARLOS REUTEMANN** b Santa Fe Argentina, 1942 1968 F2 Brabham in Temporada 1971-72 F2 Brabham 1973, F1 McLaren and F1 Brabham 1972 F1 Brabham F2 Ronde Brabham 1973 F1 Brabham He met white blue stripe



**ARTURO MERZARIO** b Modena Italy, 1942 1963 racing Alfa 1964 Fiat Abarth saloon 1967-68 ETCC Abarth 1969-70 Abarth print type G5 Ferrari 1971 F2 Tecno and March G7 Ferrari 2 litre Abarth 1972 F1 Ferrari G5 Ferrari, 2 litre Abarth 1973 F1 Ferrari, G5 Ferrari He met white



**GEORGE FOLLMER** b Arcadia USA 1934 1969 to 1966 sports cars and saloons in USA 1966-71 CanAm and TransAm in USA 1972 CanAm Porsche CanAm champion TransAm 1973, F1 Shadow G5 Porsche Carrera CanAm Porsche He met white with red and blue stripes



**ANDREA DE ADAMICH** b Trieste, 1942 1963 Lola F1 1965-66 F3 Brabham and Alfa saloons 1968, F1 Ferrari at Brands Hatch F2 Ferrari successful 1969 F5000 Surtees, 1970, F1 McLaren Alfa G6 Alfa F2 Brabham, 1971, F1 March-Alfa G6 Alfa 1972 F1 F2 Surtees, G5 Alfa 1973, F1 Brabham, F2 Brabham He met black, white band



**JEAN-PIERRE BELTOISE** b Paris, 1937 Seven motorcycle champion ships 1964, Bonnet GTs 1965-66, F3 Matra 1967-68 F2 Matra 1969 F1 Matra G6 Matra 1970-71 F1 Matra and G6, F2 Pygmes 1972, F1 BRM, F2 Brabham 1973, F1 BRM F2 March BMW G5 Matra G2 BMW He met blue and white



**NIKI LAUDA** b Vienna 1949 1968 He met Porsche GTs 1969 FVee Karmann 1970 F1 McLaren G6 Porsche 1971 F2 March F1 March, 2 litre Chevron 1972 F1 and F2 March 1973 F1 BRM G2 BMW He met orange



**CHRIS AMON** b Bulls, New Zealand 1943 Maserati 250F and other cars in NZ 1963, Parnelli F1 Lotus 1965-66 McLaren sports cars 1966 G5 Ford 1967-69 F1 Ferrari, G5 Ferrari G7 Ferrari CanAm 1970, F1 March and CanAm 1971, F1 and G6 Matra Simca, 1972, F1 Matra and G5 1973, F1 Tecno, G2 BMW He met white red band





**WILSON FITTALDI** : b Sao Paulo 1944. Brazilian Sports Car Champion 1966. Temporada in F3 Alpine 1970. F3 Lotus 1971. F2 March. F1 Lotus in Argentina 1972. F1 and F2 Brabham 1973. F1 and F2 Brabham. Helmet: green with yellow spots



**JAMES HUNT** : b Surrey 1947. 1967 saloons 1968-69. FF Alps 1969. F1 Brabham and prototype March 1970. F3 Lotus 1971. F2 and F3 March 1972. F3 March. F3 Datsun. F2 March 1973. F1 March and F2 Surtees. Helmet: black with white bands



**CLAY REGAZZONI** : b Lugano, Sw 1. 1964. 1965. F3 de Tomaso 1966. F3 de Tomaso and Brabham 1967. F3 Tecno and Brabham. F2 Tecno 1968. F2 and F3 Tecno 1969. F2 Ferrari and Tecno 1970. F2 Tecno. F1 Ferrari. G5 Ferrari 1971. F1 Ferrari 1972. F1 Ferrari. G5 Ferrari 1973. F1 BRM. G5 Alfa Romeo. Helmet: white with red stripe



**MIKE BEUTTLER** : b Cairo, Egypt 1943. 1966. Chequered Flag team manager 1968-70. F3 Brabhams under Clarke Mordaunt banner 1971. F2 March and F1 March under Clarke Mordaunt-Guthrie banner 1972. F1. March and F2 March 1973. F1 March and F2 March. Helmet: blue with white band



**HOWDEN GANLEY** : b Hamilton, New Zealand 1941. 1962-70. various including F3 Brabham 1970. F5000 McLaren 1971 and 1972. F1 BRM. G7 BRM and G5 MIRA 1973. so Marlboro. G5 MIRA. Helmet: white with green stripes



**MIKE HAILWOOD** : b Oxford, 1941. Motor cycle champion nine times 1957-1969. 1963. F1 Brabham. F1 Lotus and Lola 1965. F1 Lotus 1968-71. F5000. Lotus Surtees 1971. F1 Surtees 1972. F1 and F2 Surtees 1973. F1 and F2 Surtees. G5 MIRA. Helmet: white with gold band



**GRAHAM HILL** : b London, 1929. Up to 1959. Lotus F1, F2 and Sports 1960-66. F1 BRM. World Champion, 1962. 1967-69. F1 Lotus. World Champion, 1968. 1970. F1 Lotus for Rob Walker 1971-72. F1 and F2 Brabhams. G5 MIRA. 1973. F1 Embassy. Helmet: blue with white vertical stripes



**JEAN PIERRE JARIER** : b Paris 1948. 1967. saloons 1968. Formula France 1969. F3 Tecno 1970. F3 Tecno 1971. F2 March. F1 March 1972. F3 March. CanAm. Ferrari 1973. F1 and F2 March. Helmet: blue and white bands



**JOCHEN MASS** : b Cologne, Germany 1948. Up to 1970. FVee and saloons in Germany 1971. F3 Brabham 1972. F2 and F3 March. G2 Ford 1973. F2 Surtees. G2 Ford. Helmet: white with lateral blue stripes



**JACKIE OLIVER** : b Chadwell Heath, Essex 1942. Ean 1968. F3 Lotus 1967. F2 Lotus 1968. F1 Lotus 1969. F1 BRM. G5 JW 1970. F1 BRM. CanAm Autocast 1971. JW Porsche. F1 McLaren. CanAm Shadow 1972. F1 BRM. CanAm Shadow 1973. F1 Shadow. CanAm Shadow. Helmet: brown, black striped peak



**NIKKI VON OPEL** : b Lichtenstein 1947. 1970. FF. Lola 1971. F3 Lotus 1972. F3 Ensign 1973. F1 Ensign. Helmet: black



**CARLOS PACE** : b Sao Paulo 1944. 1960-62. karts in Brazil 1963-69. saloons and sports cars in Brazil 1970. Europe. F3 Lotus 1971. F2 March 1972. F1 March. F2 Pygmes. G5 Ferrari. F2 Surtees 1973. F1 Surtees. G5 Ferrari. Helmet: black and yellow stripes



**DAVID PURLEY** : b Bognor Regis, 1945. 1968. sports and GT cars 1969. F3 Brabham 1970. F1 Brabham 1971. F3 Brabham and Ensign 1972. F2 March. F3 Ensign. F1 March and Connew 1973. F2 March. F1 March. F1 March. Helmet: dark blue with red and white lettering



**JODY SCHECKTER** : b East London, South Africa, 1950. Up to 1970. karts and saloons in South Africa 1971. FF. Lola and Marilyn. F3 Ehrlich and Marilyn. saloons and sports cars 1972. F2 McLaren. F1 McLaren. 2 litre March 1973. F1 McLaren. 2 litre March. G2 Ford F5000. Trojan and Lola. Helmet: white with ochre band



**JOHN WATSON** : b Belfast, 1948. Up to 1970. club racing in Ireland 1970. F2 Brabham 1971. F2 Brabham 1972. F2 Tui. Chevron. F1 Elfand 1973. F1 and F2 Brabham. G5 MIRA. Helmet: Silver with orange patterning



**ROGER WILLIAMSON** : b Leicester, 1948. Saloons up to 1971. 1971. F3 March 1972. F3 March and GRD. F2 March. 1973. F2 GRD. F1 March. Helmet: white with red markings





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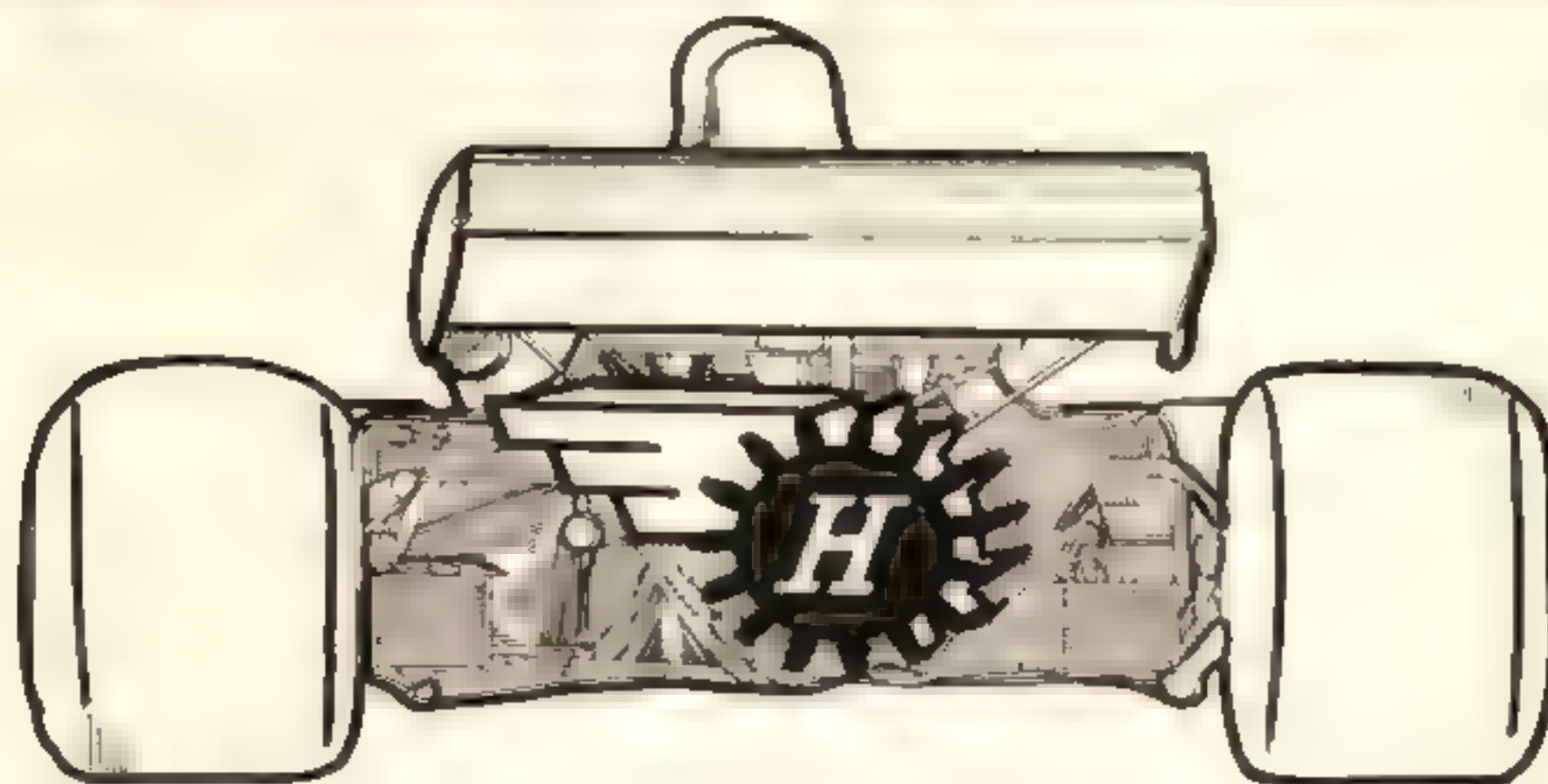
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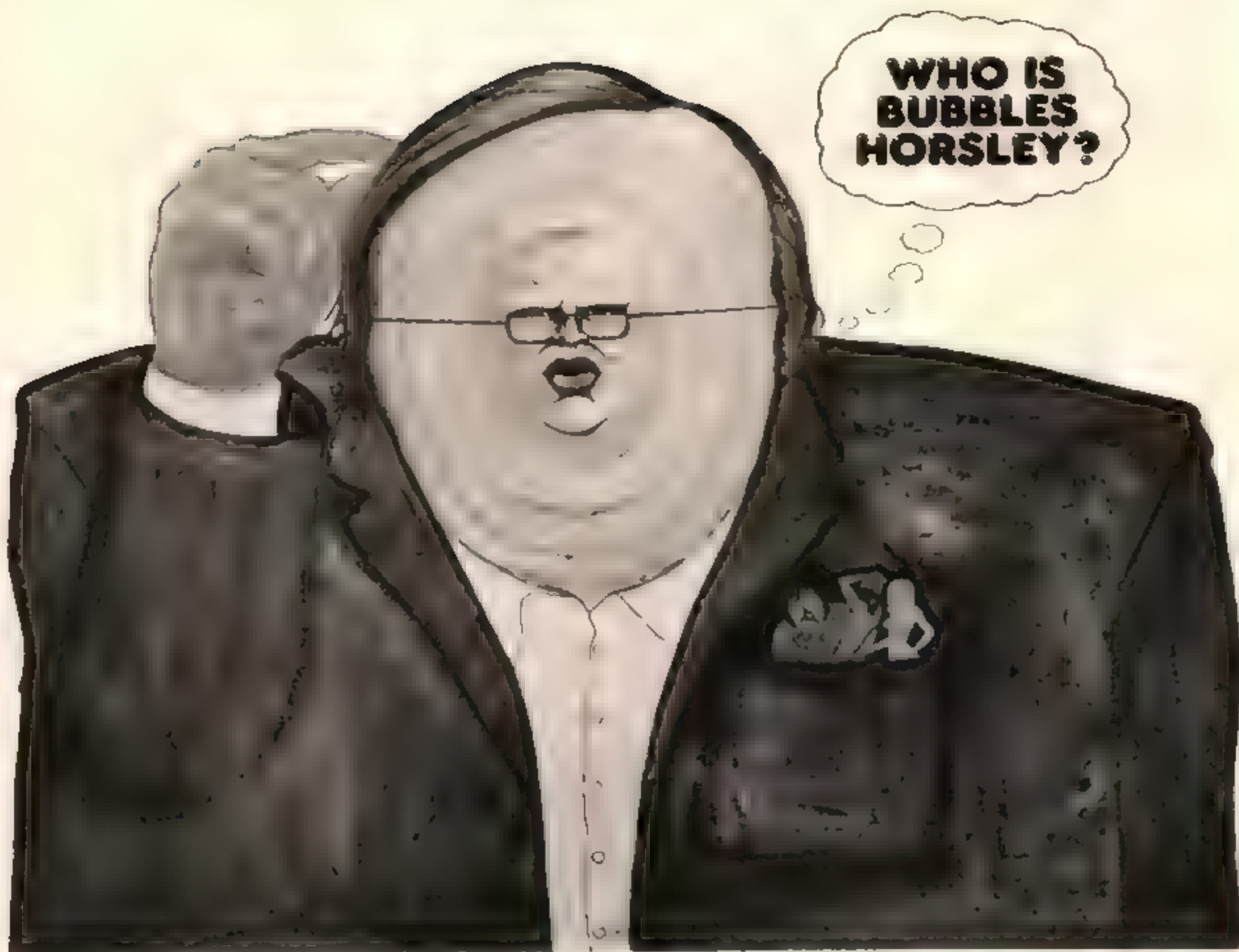


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Drawing by Don Graham

## An AUTOSPORT investigation

BY CHARLES LUCAS

Motor racing has always been influenced by fashion to a greater or lesser degree and it is interesting to see that it has managed to come to terms with the neo-romanticism which seems to be in vogue in 1973. "Long live rock," shout the teenagers; conservation is the cry, and sure enough motor sport answers with Hesketh Racing. At a time when the private entrant in Formula 1 was thought to have done the Dodo, about the same time as AUTOSPORT ran green covers whenever the odd Britisher managed to finish in the first three (a rare occasion which could be revived today), to be able to produce an equipe of such de Milla proportions is extraordinary.

Lord Hesketh is 21 and head of a group of companies which operate from an office block in Conduit Street, London, W1. Apart from his estates in England and Scotland he has considerable interests in the States, Africa and the Far East. He has followed the sport for five years but it was not until he met Bubbles Horsley that Hesketh Racing was conceived.

Little is known about Anthony Alphonso Horsley, alias Bubbles, alias Superbuzzard. There was a rumour that he arrived on the same boat as Frank Williams from Palermo

though I am sure that can't be true. His first appearance in competition was on a Hagon grasser and he travelled the country in 1960 collecting bruises and experience, and on one occasion a hot-dog van which had been laid vertically parked near a track outside Barnsley. The season culminated with an air sea rescue job during a sand meeting in Wales.

The Hagon was never recovered from its watery grave, so Anthony moved on to scrambling with a Greeves, not without some success. By the end of 1961 he felt that his stamina, balance and control on bikes would be a useful asset for the step up to racing cars, following the lead of Surtees, Hailwood and Denis Jenkinson. In 1962 Anthony was employed by Scirocco Racing which operated from a lock-up garage in Cliff Davis' yard in Shepherd's Bush. Hugh Powell took him on as sales manager for his Formula 1 team which was in fact a far-sighted appointment as team Scirocco was soon up for sale. Little did Anthony realise that this experience would come in useful 10 years later.

In the meantime, however, Anthony had bought an Ettorne-Norton 500 Formula 3 car for his first assault on the circuits but this

did not last long as he went straight on at Quarry at Castle Combe into the dirt. His story was that the handling was so hilarious that he laughed all the way to the bank (sic). In 1963, in an effort to go straight, he persuaded Cliff Davis and Steve Ouvaroff to teach him the rudiments of the motor trade which he took to like a duck to water and earned the nickname Superbuzzard from the amazing ways he devised of obtaining stock. This pseudonym did not last long, however, as he bought a Lotus 11 from the late Bluebelle Gibbs, and after being called Bluebelle for some time, Piers Courage condensed this to Bubbles. The name stuck. Unfortunately the Lotus went the same way as the Ettorne and the Hagon. The only time I saw it was at a test day on the club circuit at Silverstone when he tried to take Innes Ireland, who was testing the BRP Lotus 19, on the outside of Woodcote. From then on he always carried a spade.

It was decided to make the big effort in 1964 and a team was formed with Frank Williams. Bubbles bought an Auser F3, a juggernaut which Steve Ouvaroff used to drive in Formula Junior, and Frank had an early Brabham BT2. Under the name



of Road Runner Racing, towing with Bubbles old green Plymouth Belvedere, the team set out for the Continent

Space forbids me to tell of the effect of Road Runner Racing on Europe but suffice it to say that between them they did more damage than the Fifth Army. Incredibly the only time Bubbles hurt himself on this tour of destruction was at the Nürburgring when Frank went off into the trees. Bubbles was so concerned that he followed close behind, hitting the Brabham very hard and knocking himself out. The blood wagon arrived and the body of our hero was loaded up, with the assistance of five or six spectators. On the way to the hospital Bubbles got out later that evening the ambulance crew were seen searching the bushes for the corpse they had

He did suffer mild concussion at Monza when, after the odd can of Chianti, he set off for a swim in the park but found the gates locked. Undaunted he backed the Plymouth up to the gates, attached a chain and pulled. The gates came down nicely. It was unfortunate that they were twice as long as the chain; the Plymouth suffered accordingly. The following weekend at Enna he topped this feat, in my book at least, by paying off the local hustler in Green Shield stamps. (She got her own back, as it turned out, though, after a visit to St Thomas's)

He always did have a way with the ladies. We sent him off during a heavy evening in Sweden once to find some female company and he came back with the Wakefield Ladies' Brass Band complete with bus. That was a grand year, 1964. The following year was rather tame by comparison although Bubbles had some success in a Brabham and in fact won a pot at Caserta which was awarded to the youngest English driver over 16 stone, but at least it was something. Slowly the money ran out and it was back to the Bush (Shepherds) and once again the old Buzzard took to the wing looking for stock. He was a step further up the ladder. He now had a company of his own, Horsley's Horseless Carriages, or as Frank pointed out, "horseless, gearless and brakeless carriages." At this time he also picked up an Equity ticket and could be seen sometimes advertising beer, sausages or Pazo stuffing. This new career suffered when he started losing weight.

He did come back to racing briefly in 1970 when he ran a Dastle in midget races, although once again this ended with an off course excursion into the clerk of the course's specially prepared Capri. End of another season.

Then along came Lord Hesketh and at last Bubbles could show his true mettle with a final effort with the Dastle F3 car. Unfortunately the truth will out. The Bubble had burst—as far as driving was concerned, at least—but why not run the team and aim for greater things? Hesketh Racing was off the ground and the services of James Hunt were procured in F2. A Surtees was hired for the Race of Champions and came in third, so from then on it was only a matter of time before a regular Formula 1 car was available. A March 731 was at Monaco and Paul Ricard. At Monte Carlo the whole operation was controlled from The Southern Breeze a yacht which makes QE2 look like a canoe. (It was from the aft deck that his Lordship remarked last year, when asked by Phil Hill for the ABC Wide World of Sport if he was going to outdo Granatelli, "Granny who?")

Hesketh Racing is now involved in Formula 1, Formula 2, Formula 3 and Historics with a Tipo 61 Maserati. There are plans for the future although these very much depend on results. Freak results such as the Race of Champions are all very well but they will have to be repeated to keep his Lordship's interest; no easy matter in a sport of negligible appreciation (*sic vos non vobis*) and not helped by limited wit of Eoin Young and Co.

I hope that there will always be an involvement of the Hesketh type to ease the excruciating solemnity which pervades the upper echelons of the sport. In this case Bubbles and Alexander Hesketh are doing a grand job



Bubbles Horsley, a memorable pose from the portfolio of his acting period (above). Bubbles as the racing driver, anxiously glancing over his shoulder as his Ausper F3 is chased by Heinz Velkus (below)



#### THIS WEEK'S COLOUR CENTRE SPREAD

Lord Alexander Hesketh's March 731 which was magnificently driven into sixth place at the recent French Grand Prix at Paul Ricard by James Hunt. Hunt is down to drive the car at Silverstone this Sunday—only his third ever Grand Prix.

Photo: Philips Photograph Co.



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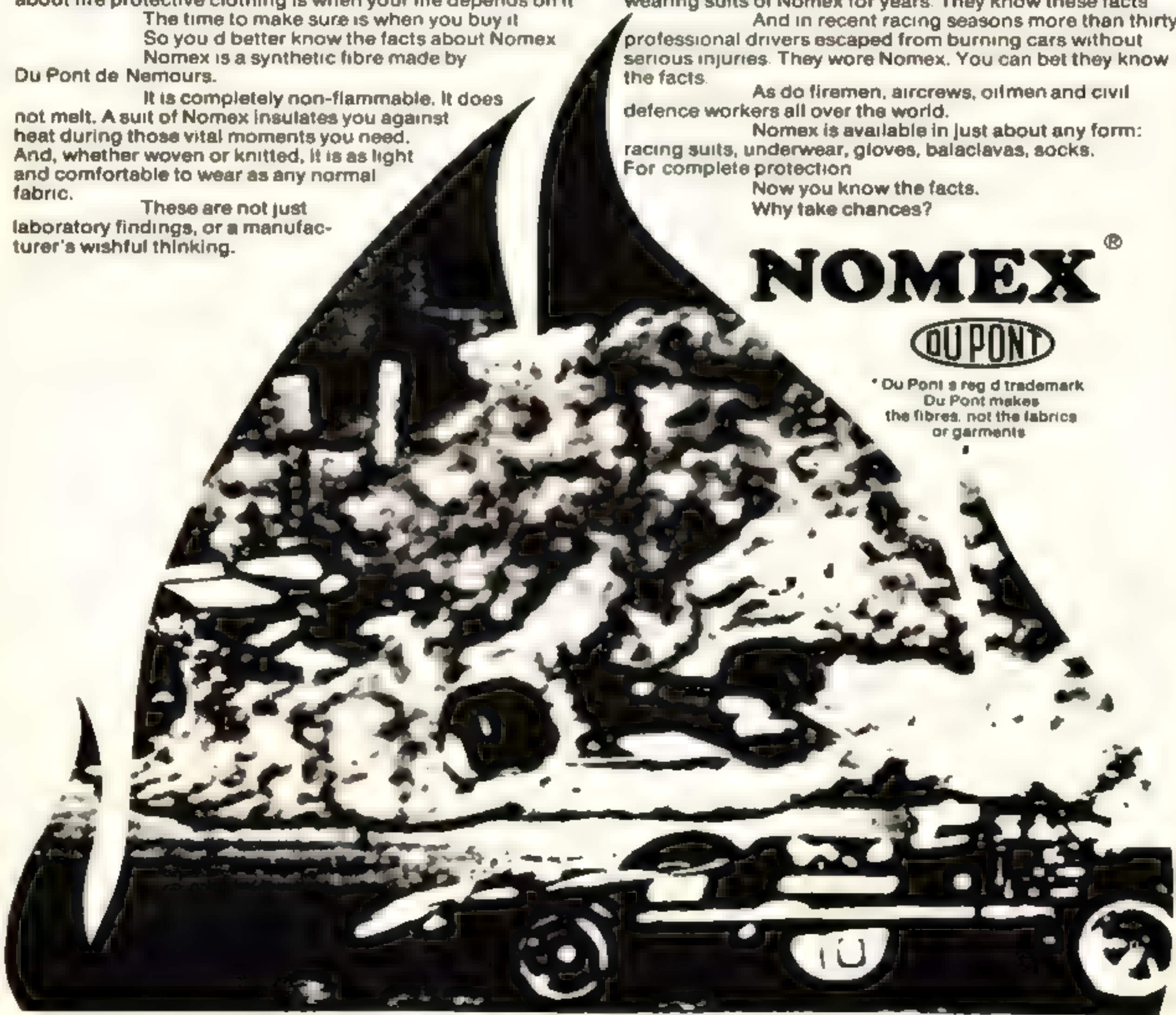
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## How SHC was created

Mineral oils are made up of a wide ranging mixture of molecules. Some are stable, but others are fragile and unstable. Some give the oil just the right viscosity, but others make it too thick and heavy at low temperatures, or too thin and light at high temperatures. The unstable molecules cause deposits in your engine, while those that make the oil too thin and light increase oil consumption, and those which thicken the oil excessively make cold starting harder. Even the best of motor oils, with the best of refining, contain some of these undesirable molecules.

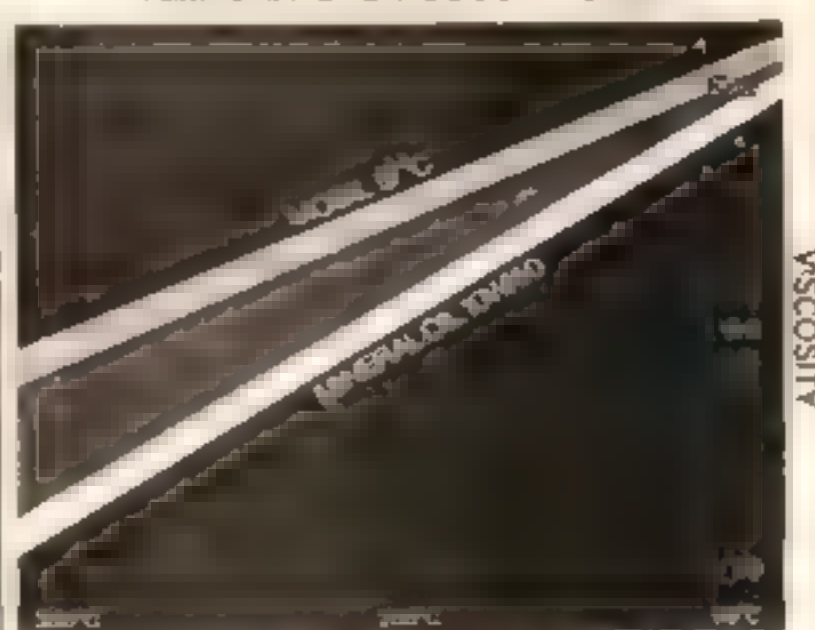
The ideal motor oil would only have the stable molecules, which give just the right thickness. In developing lubricants to meet extreme requirements, such as for Concorde, Mobil scientists found the answer—make synthetically just those molecules that an engine needs. Mobil have now evolved a process for making Synthesised HydroCarbons, which contain none of those molecules which might detract from perfection. Mobil SHC introduces a completely new concept in car lubrication—Synthesised HydroCarbon engine lubricant.

## What's in it for your engine?

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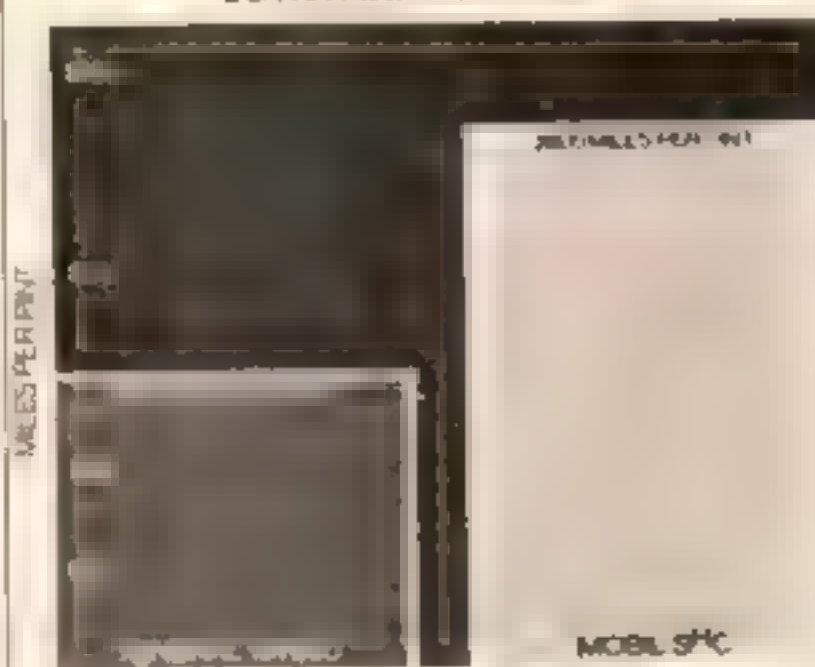
Mobil SHC lubricant has outstanding high temperature viscosity, remaining thicker than

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conventional SAE 50 oils even after thousands of miles of punishing motoring.

That means it continuously shields your engine's moving parts with a film of ideal thickness whatever the temperature, guarding them against wear and tear as no conventional oil ever could.

In fact, tests have shown wear rates of up to one tenth of those for conventional motor oil.

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Extremes of temperature that would turn ordinary motor oils totally solid at the cold end and too thin at the hot end, hardly affect Mobil SHC.

This explains why Mobil SHC lubricant, even when tested against an SAE 5W arctic oil, showed significantly better performance. That means better cold starting, less battery wear and tear and quicker oil circulation—to reduce wear on start-up.

### High Oil Pressure

The rise in oil pressure, confirmed by tests of prototype oils in some of the world's most gruelling rallies, the Monte Carlo and RAC among them, is around 40% at low engine speeds. More than enough to keep that red light from ever flashing again, when running hot and readily noticeable on oil pressure gauges.

### Lower consumption

With only 'pure, good molecules to choose from, your engine won't waste oil. In comprehensive road and engine tests lubricant consumption was reduced by an average of 40%.

### Cleanliness

The condition of your engine depends greatly on your lubricant's stability, temperature, level of oxidation, and degree of detergent dispersancy. The more favourable these elements, the fewer the harmful deposits in your engine. All tests have shown that the cleanliness of SHC goes well beyond even the highest international cleanliness standards.

### Mixes with oils

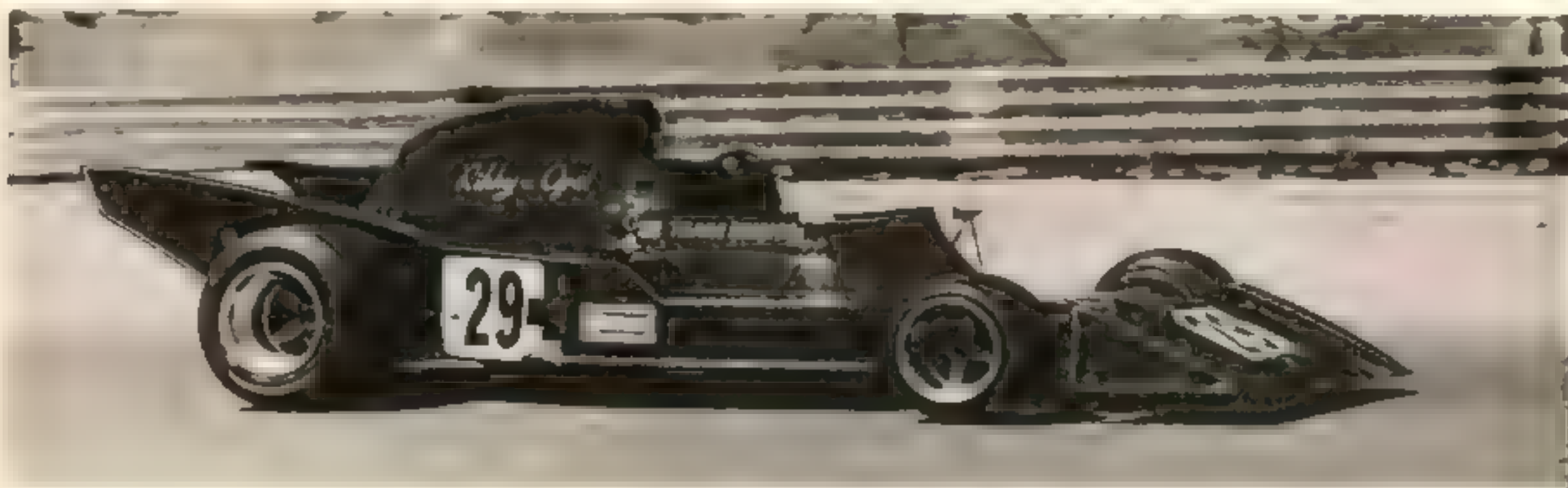
Mobil SHC lubricant mixes in any proportion with all conventional oils. Except that mixing SHC with oil means you lose the full extra benefit that the product offers and your car deserves.

New Mobil SHC is more than just the nicest present you could give your engine. It's the start of a new era in motoring history. Mobil SHC Synthesised HydroCarbon engine lubricant—the most perfect lubricant money can buy.

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# John Player Grand Prix — the cars

## JOHN PLAYER SPECIAL

Emerson Fittipaldi/Ronnie Peterson

Designer: M. Philippe. Development by M. Wade. Groundbreaking design competitive since its introduction three years ago as Lotus 72. Won drivers' championship 1970 and 1972. Has scored this year at Buenos Aires, Interlagos, Montjuich and Pau. Ricardo. Designed for traction above all else as well as out of turns. Unique sole on bar suspension with long travel offers good adhesion over bumps and extreme rearward weight bias encourages spectacular cornering style. Major sponsors: Players with Texaco and Goodyear.



## TYRRELL 005 SERIES

Jackie Stewart/Francois Cevert

Designer: O. Gardner. In second season, derived from 1971 championship winning 001 series. Won this year at Kyalami, Zolder and Monaco plus April Silverstone. Short wheelbase, less weight on rear than many designs but appears to have paid off traction away from corners. Sometimes unstable on rough surfaces. Body developed for straight line speed and aerodynamic stability although recently been reworked toward more downforce. Generally very reliable but three serious brake failures so far. Strong support from Elf, Goodyear and Ford.



## YARDLEY-McLAREN M23

Denny Hulme/Peter Revson/  
Jody Scheckter

Designer: G. Coppuck. First F1 car from designer, a unqualified success. Started from pole in first race at Kyalami and won at Anderstorp. Particularly simple looking elegant design. Longer and wider wheelbase than usual and weight carried more forward but concentrated in middle. Very fast in straight line and behaves well in fast sweeping turns but stable in slow ones too. Ring rate suspension noticeably smooth over bumps. Reliability generally good but sometimes engine indifferent. Yardley colours with Gulf.



## FERRARI 312-B3

Jacky Ickx/Arturo Merzario

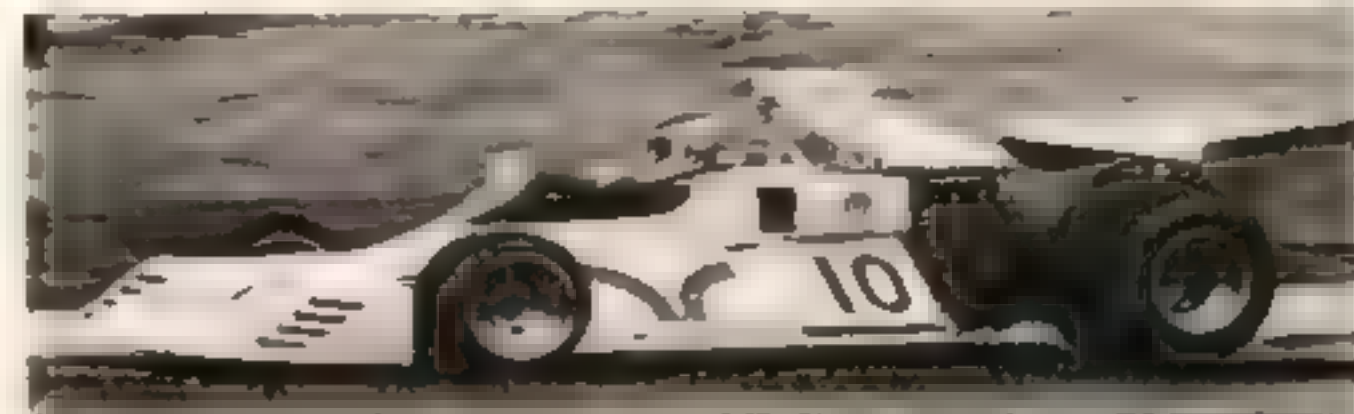
Designer: Ing. Colombo. Disappointing debut in Spain so far, unredressed. All B3 chassis constructed by Thompson in England but otherwise totally produced in Ferrari works. Fast 12 engine only reasonably competitive and very thirsty. Rather bulky car with unstable unpredictable handling and indifferent braking. May go well on Silverstone circuit but dissent on whether team not likely to be resolved. Backed by Italian government through Fiat with Shell.



## BRABHAM BT42

Carlos Reutemann/Wilson Fittipaldi/  
Andrea de Adamich

Designer: G. Murray. First car from designer has gone well in initial stages of some races but has suffered more than fair share of engine trouble. A short narrow car with stubby bodywork, the intention is to create a nimble car with clean airflow. Masses are carried well within the wheelbase and the construction is meant to be simple and direct for ease of maintenance. A larger team budget and more testing time could move this car up to the front.



## BRABHAM BT37

John Watson

Designer: R. Bellamy. In its second season, this ex-works car has performed well for its private owners de Adamich having scored three points and occasionally gone faster than the BT42 drivers. An engine problem shared with the works has spoilt some weekends and an earlier chassis was written off in Spain by a hub breakage but generally well-prepared. Carries the colours of Haasgon of Highgate.





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## UOP, EMBASSY-SHADOW DN1

Graham Hill/Jackie Oliver/  
George Follmer

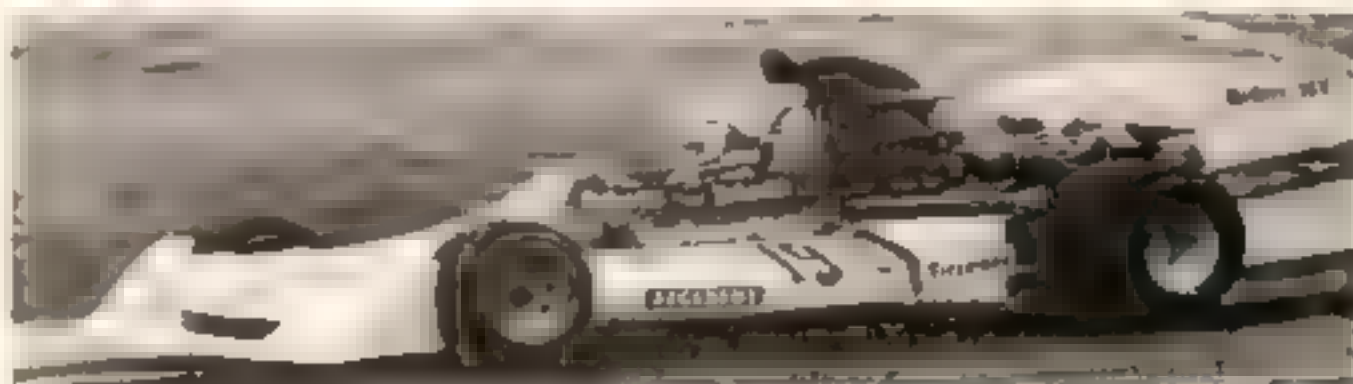
Designer: T. Southgate. A British effort in conjunction with American interests, the DN1 is a nicely made and elegantly designed car which has suffered badly from teething troubles. The team's top personnel are widely experienced, but many of the staff have been thrown into deep water. The commitment is deep and will carry on into the future, but this first season has been a difficult learning period marred by several unlucky crashes and rather too many mechanical failures. Works cars burn unleaded petrol from Universe Oil Products.



## MARLBORO-BRM P160E

Clay Regazzoni/Niki Lauda/  
Jean-Pierre Beltoise

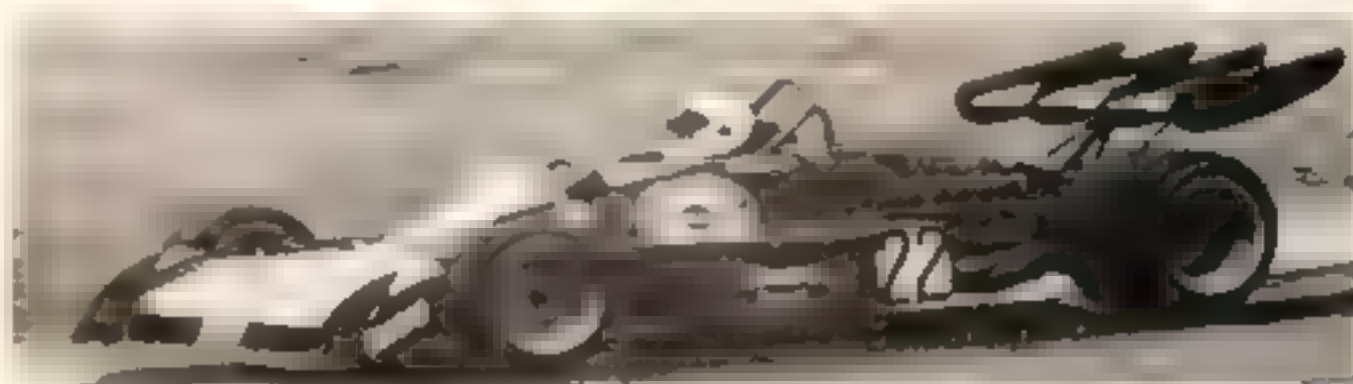
Designer: T. Southgate, developed by M. Pirelli. In third season derived from earlier P163. Drivers report good handling despite usually harsh springing but recently tyres have been uncompetitive. Whole car, including V12 engine and gearbox made in BRM works, a laudable anomaly in modern racing. P160E of engine displayed in Argentina has gone untried and it is a pity, but development continues. Marlboro colours and team carry out much testing with Pirelli.



## MARTINI TECNO

Chris Amon

Designer: A. McCa. (first chassis frustrated) or G. Fowles with Pederzani engine. An Anglo-Italo co-operation handicapped by personality strife, the first chassis has failed twice and has been abandoned in favour of the second which has not even been tested due to dissension. The flat 12 engine is obviously inspired by the Ferrari but is a much bulkier heavier unit and its performance has been inferior to expectations, aided by early testing. The G. F. chassis appears to be a neat well-made design and light enough so the engine weight disadvantage is lessened. Owned by Martin Vermouth.



## MARCH 731

David Purley/Jean-Pierre Jarier/  
James Hunt/Mike Beuttler/Roger Williamson

Designer: R. Hurd. The 731 is physically last year's 721G which was derived from a F2 design, but with bodywork alterations and narrower track. Like the Böhmer a stubby, clumsy car which suits Jarier's style. Several promising runs have been spoiled by mechanical failure. As a works machine this is an interim design, but private owners find it quite suitable. STP backs the works entry.



## ENSIGN MN

Rikky von Opel

Designer: M. Hurn. Its long-awaited first race in France a fortnight ago resulted in a steady run to the finish without mechanical trouble, a far better record than some new cars have. Commissioned by the young driver von Opel, the car is planned to generate a sense of commitment from a commitment which might be missing from simply purchasing another firm's car. The handling needs development and the driver, as well as the team, needs experience, but their debut showed his grace. Assistance from Duckhams.



## ISO-MARLBORO IR

Howden Ganley/TBN

Designer: J. Clark. A British-built car representing an Italian manufacturer, in part derived from last year's original and introduced in Spain. The first attempt from the designer has shown some good points but has had a painful development period. Troubles with fuel system and cooling handicapped early testing and like several cars the tyre band has been wrong to date, but at Anderstorp Ganley showed full competitiveness in class. Some good luck could infuse needed encouragement into the team which has talent. Marlboro back this car as well.



## FINA-SURTEES TS14A

Mike Hailwood/Jochen Mass/  
Carlos Pace

Designer: J. Surtees. This was the first car built to the 1973 rules and on its introduction last autumn seemed promising and showed good speed, but has so far failed to gain points either for itself or its drivers. There have been a number of spectacular mechanical failures and the team seem to suffer more than most from tyre inadequacies. Pace and Hailwood have gone well in bursts, Pace getting into second place early on in Brazil and with constant hard work this car could come right. Additional sponsorship from Brooke Bond and R. R. C. Walker.



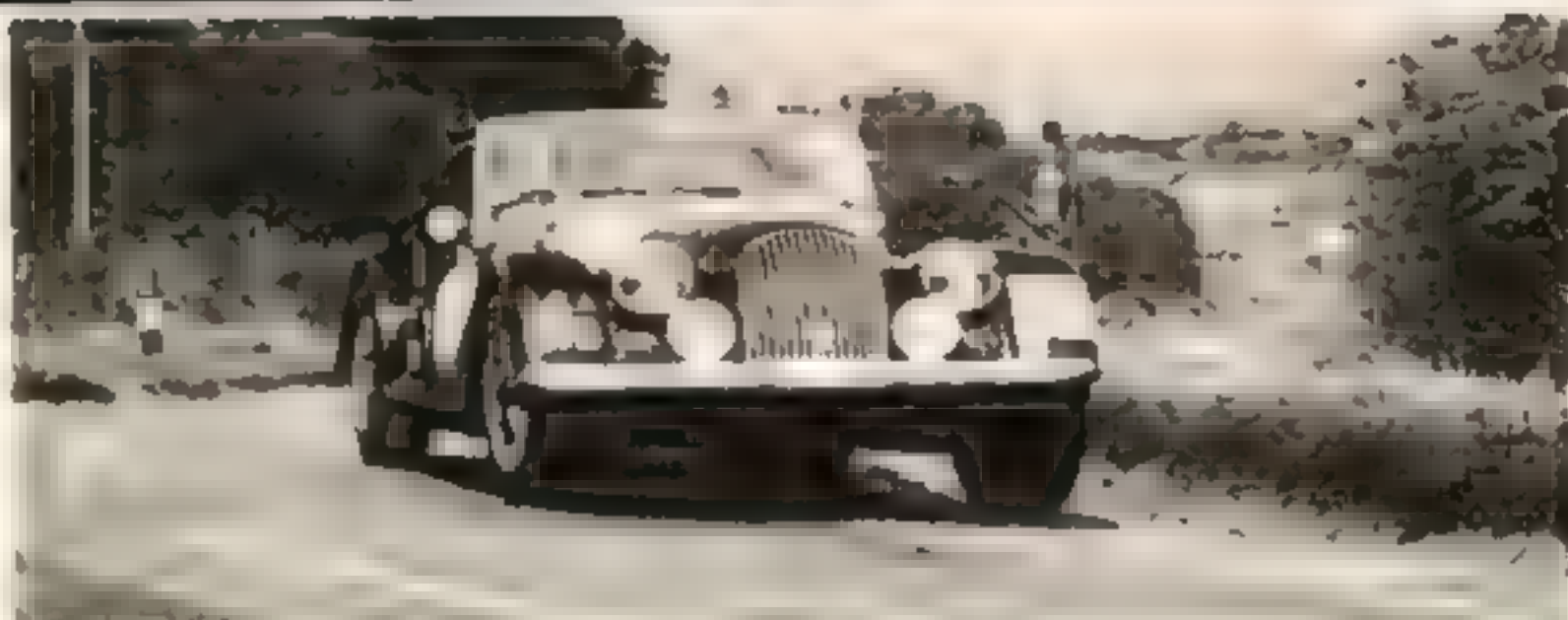


The exhaust note is sharp and very clear. It sounds as if it's backed by lots of litres, and that it'll wake the entire neighbourhood from its slumber, bringing every boy racer rushing to the side of the road to see what it is. With the right foot gently feeding in the power, respecting the back axle, the exhaust note rises and as the revs reach six thou, the car is already doing 45 mph indicated in first. A rather painfully slow gearchange (its fault, not mine) and then the same in second except this time the revs reach around 5700 rpm when the speed reaches around 75 mph. Another long, slow, careful gearchange, and then it's up to 5 thou before slipping it into top at just over an indicated 100 mph. Then, as we run out of road, lots of positive braking action to reduce the speed, and a mere burble as we potter along in third at around 40 mph. What is it? Adam Bridgland's Morgan Plus Eight road car/racer, fresh back from six long weeks at Ian Richardson's big engine rebuilding establishment at nearby Amptill and now on tip-top form.

Adam is one of the club scene representatives who turns up at Morgan meetings, races etc, but spends a lot of time at sprints and the occasional hillclimb. He was first converted to the "Marvels of Morgan Motoring" in 1956 on his transition from cars to bikes, and apart from a period owning a Berkley and a couple of MGs, neither of which he particularly enjoyed, finding them gutless, Adam has always driven Morgans. In fact six to date, but his first Morgan competition work was done in the early sixties with a 1957 Plus 4 which he ran for one year doing driving tests and rallies. His enthusiasm for the latter ended when crossing a ford in the Plus 4 and the water found a convenient hole in the floor pouring in up to Adam's knees.

Following the Plus 4 came a 1961 version which was the original 4KYD, original, because this is a number that Adam has used now on all his cars from the initial acquisition of this car. With the 1961 car, he did driving tests and took a lot of class wins in autocrosses, while also contesting hill climbs and sprints. So as not to be too selfish, he became a two car man, and two car competition team with wife Matt driving the family Mini Traveller in autocrosses, driving tests and sprints. This was later changed for an early Mini Sprint Traveller (remember the ones with the lowered roof-line?), and as Matt had a new car, Adam decided to get himself a new Supersports Morgan in 1967. This turned out to be his only troublesome Morgan, and when the Plus Eight came out, Adam was one of the first to order. A year of waiting and there it was in his garden in 1968, just awaiting the stick-on number plate (more about those later) and he was off, his first sprint being two weeks after delivery. Since then, the Plus 8 has had varied competition successes, being sprinted and hill-climbed and raced in mostly Morgan-only events including those at the Bentley Drivers' Club meeting at Silverstone each year, which have resulted in second, fourth and fifth over the past three years.

However, when appreciating these successes, one must realise that it is still strictly speaking, a road car. It's taxed, legal and runs on ordinary Avon GT road tyres, which Adam finds much better than the standard Dunlops provided. On arrival at a circuit, Adam goes through none of the unboltting bumper procedure, but does allow himself an aero-screen for the race rather than the wide screen. Even the luggage rack is left on, and there's a plot afoot to strap on a suitcase for the next race! As well as the occasional modsport event, Adam has also competed in the Six Hour relay race a Thruxton last year with the Morgan team, wearing out a complete set of Avons in the process, while he enjoys seeing the Morgan Owners Club go from strength to strength, for at present it means that more and more Morgan-



Adam Bridgland's Morgan Plus 8 is still in road-going trim despite its engine mods, here seen in rural Hertfordshire

## Kerr Bridgland—Morgan mods and rally regalia

only races.

But back to that car. It has really become the development vehicle for Kerr-Bridgland the firm that Adam runs and in which Roland Kerr, of lamp bracket fame, has an interest. As well as selling a range of goodies from their Harpenden premises, they offer a range of good ideas and equipment for the Morgan owner, and one or two for anyone who feels their Rover 3500, or Range Rover, isn't quite up to scratch. One of the first criticisms that Adam had for the Plus 8 was that it was bad at starting and stalled very easily when coming up to the lights. An American friend took one look at the Lucas single point, eight lobe cammed distributor and disappeared off to the States. Some months later, a Mallory distributor hove on the scene from across the Atlantic, this having a twin point, four lobe cam which cured all the problems. The standard equipment distributor dwell-angle must be extremely finely set, so a tolerance of plus or minus one degree, and the operation of the contact breaker is inaccurate at high speeds owing to points bouncing or floating, thus wasting large amounts of power and fuel.



Adam Bridgland—Morgan specialist.

A slow tick-over is difficult to achieve, and even more so to maintain, hence the stalling. Dwell-angle settings on the Mallory are less critical due to the twin contact breakers. Each contact breaker opens and closes half as often as in the standard unit thus halving the wear on the rubbing blocks and completely eliminating points bounce and float.

Kerr-Bridgland give complete installation instructions on the Mallory and the price is £35. They also recommend use of the high out-put coil which costs £15, while UL-82Y Champion plugs are also used. There's only one little problem about the Mallory equipment. The Rover engine is a

development of the Buick which is why Mallory have the equipment in the first place, but for some time Buick have stopped making the engine, and in turn, so have their suppliers ceased production of parts. Consequently, delivery of the Mallory distributor often takes some time. However, a new batch is due in soon which should number 35 at although some of these are already sold. Another parcel from the States included a Holley carb affair and some Sig Erson camshaft equipment. This included a high performance camshaft, high-revving hydraulic tappets, and high revving double valve springs, all of which are marketed by Kerr-Bridgland for £93. These parts certainly behave well, and following the recent rebuild by Richardson, the engine will pull from comparatively low revs and is still quite torquey.

Nobody seems to be able to keep their hands off carburation, and the twin SU's were soon discarded in favour of an American Holley. As the first one was not a success, we'll leave it alone, for the second was better and now sits proudly on an Offenhauser inlet manifold. The Holley is a progressive four barrel version, 600 cfm and together with the manifold, comes out at £.25.

Once the inlet flow is varied, it is only sensible to uprate the outlet flow as well. This was done with the help of Janspeed, who went to great trouble to do the entire system within a day without jig! However, there are problems here because at first Adam used the twin Plus 4 system which was rather small bore and silenced. The current version, which happily screams lovely V8 noises at all it passes, is a straight through system on the Janspeed manifold, the manifold being £60 for the pair. Incidentally, this exhaust system runs foul of the Dunlop tyres which was one good reason for switching to Avons, which it does not foul. Essential mod to engine of the Plus 8 is a Bendix fuel pump, the standard one not coping with demand, while the cooling system has also been altered on this more elderly car in that it has the modern radiator. Peter Morgan found a German radiator manufacturer who included double the number of capillary tubes in his product, but this is now standard equipment.

There's a problem with the instrumentation once you've done these various modifications. The rev counter doesn't go high enough and nor does the speedometer. Far exceeding the normal rev band on the Rover V8, Adam reckons that 7000 rpm is perfectly in order, although following Ian Richardson's painstaking work, I kept below 6000 rpm like a good boy. In top speed performance, if you're



## Tune in

slipping in to top at just over the 100 mph mark, then you can expect a top speed in excess of 140 mph in comparison to the standard figure of 125 mph. The new tach cost £12.75 from Smiths and the speedo clocking up to 160 mph (if you ever find a road long enough this side of Utah) costs £10.20.

On the handling side, Adam had originally fitted Konis at the rear, costing £22, but after a while he felt that the springs were a little soft, and arranged for the extra leaf as fitted to the four seater Moggie to be included. This had the effect of making the Konis too short. Solution: hunt around and find a pair of Saab 96 front version which now do the job just fine. Finally, with a competition car, one would only naturally expect to find a rollover bar, and this of course is the Aley version, in this case the ambla covered Sprint model costing £15.75. If you haven't been totting up the cost, I can reveal that without the Avon tyres, the total is £472.24, which includes one or two little extras necessary for fitting the various items of equipment mentioned and a Motorola steering wheel.

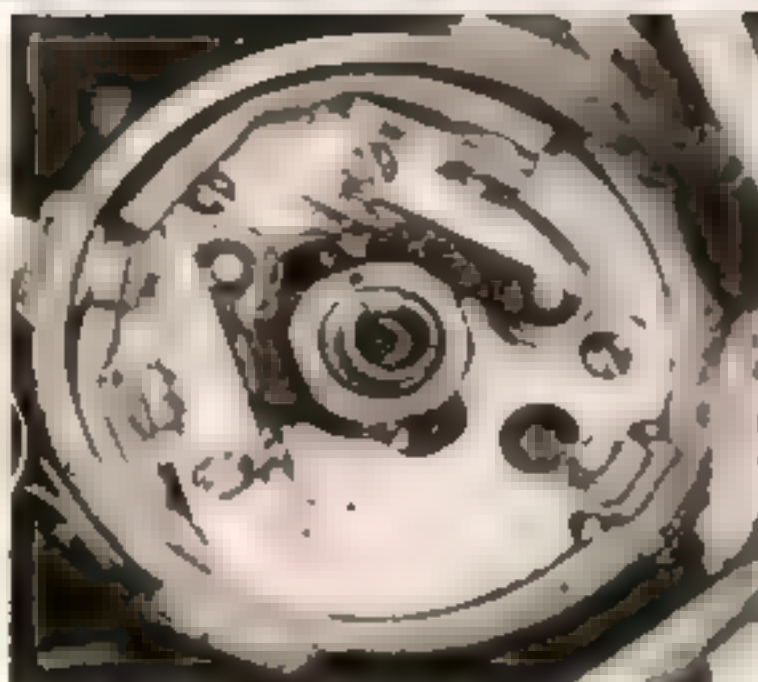
Most of the fitting work for these items was done by Alan White's, the Morgan dealer at nearby Cranfield, whom Adam considers to be one of the most knowledgeable Morgan dealers in the country. The gearbox, which I mentioned to be so slow is a Moss, but as Adam is on his fourth box, he obviously wants to preserve it. Adam is also careful about unleashing all that power to the back axle, as he's already needed two new ones and they are currently in rather short supply.

Various references have been made about Kerr-Bridgland, and perhaps if I can calm down a bit about Adam's Plus 8, I can expand on the subject. Adam worked for 15 years in a large aircraft establishment in Hatfield as a draughtsman before becoming totally involved in the motor trade with the opening of their shop in Harpenden. He met Roland Kerr when seeking out some sticky numberplates way back in the early sixties and through various friends, secured Kerr a number of orders, enabling him to branch out on a rather larger basis than working in a room in his dwelling. Roland Kerr is still in existence as a company and currently manufactures lamp brackets while Kerr-Bridgland was formed to look after the shop 15 months ago, with Roland Kerr and Adam Bridgland being joined on the board by Gerald Symonds, and a sleeping partner.

## New hotel with conference facilities for Earls Court

Centre Hotels have recently built what must be the closest large hotel to Earls Court, the West Centre Hotel. As well as 510 bedrooms, it has 14,000 sq ft of unbroken conference space on the ground floor. However, this may be broken into different sized suites accommodating from 400 people to 450.

The West Centre is situated in Little Road, about 300 yards from the gates of the exhibition halls themselves, and facilities include two bars, coffee shop and discotheque. There are 192 single bedrooms and 24 doubles, twin bedded rooms numbering 294, while there are four suites. Single rooms are priced at £5.60 and £7.90 for a double and twin bedded rooms. All rooms have private baths and showers, auto-dial telephones, radios, electrical alarm clocks and thermostatically controlled central heating. There is parking facilities for 150 cars, while a motoring theme is set in the discotheque, with the equipment being housed in a rally car, although presumably not the same one that Centre Hotels sponsor jointly with Clarke and Simpson for Mike Hibbert to drive!



Left is the Mallory four lobe cam distributor as fitted to the Bridgland Morgan, while right is the standard eight lobe model from Lucas

The shop is basically in a residential area, and for that reason, Kerr-Bridgland do not do any work on their premises. Thus most of it is shipped out to Alan White's, Ian Richardson at Ampthill or WRM, who do Janspeed work and the rally preparation. From the shop, Adam has agencies for Janspeed manifolds etc, Cibie lights and Aley bars. They carry a full stock of Ferodo competition brakes, and as many plugs as they can get hold of from Champion. The Cibie side was started up by one time employee Dave Westgate who was such an ace electrician that it seemed a shame to waste such talents so he was put work on the Cibies. Fitting is carried out on the premises and costs £5 flat rate. The shop also carries a very full stock of maps, over 1500 Ordnance survey and also flats. They recently supplied 700 fold ends 1:10 scale maps to the BRSCC for the Avon/

Motor Tour of Britain and supplied Toyota with maps on the last RAC rally. Adam has a staff of around four at Harpenden, "around" because some are on full time basis and some help when they can. To give some indication of their staff, one is building up a Daimler SP250 and the other has a very attractive Hooley 3000 Mk 3, both of these two joining Adam straight from school.

As with so many motor shops, Adam enjoys a very friendly relationship with all customers, and the scene on a Saturday, when they are open all day is reminiscent to the parking lot at Chequered Flag, although there's distinct emphasis on Morgans and big sports cars. The rally side is well catered for with maps and lights, and all the various other goodies all make Westfield Road, Harpenden a pleasant place on a Saturday, or any day for that matter.



## Barclays get into top gear

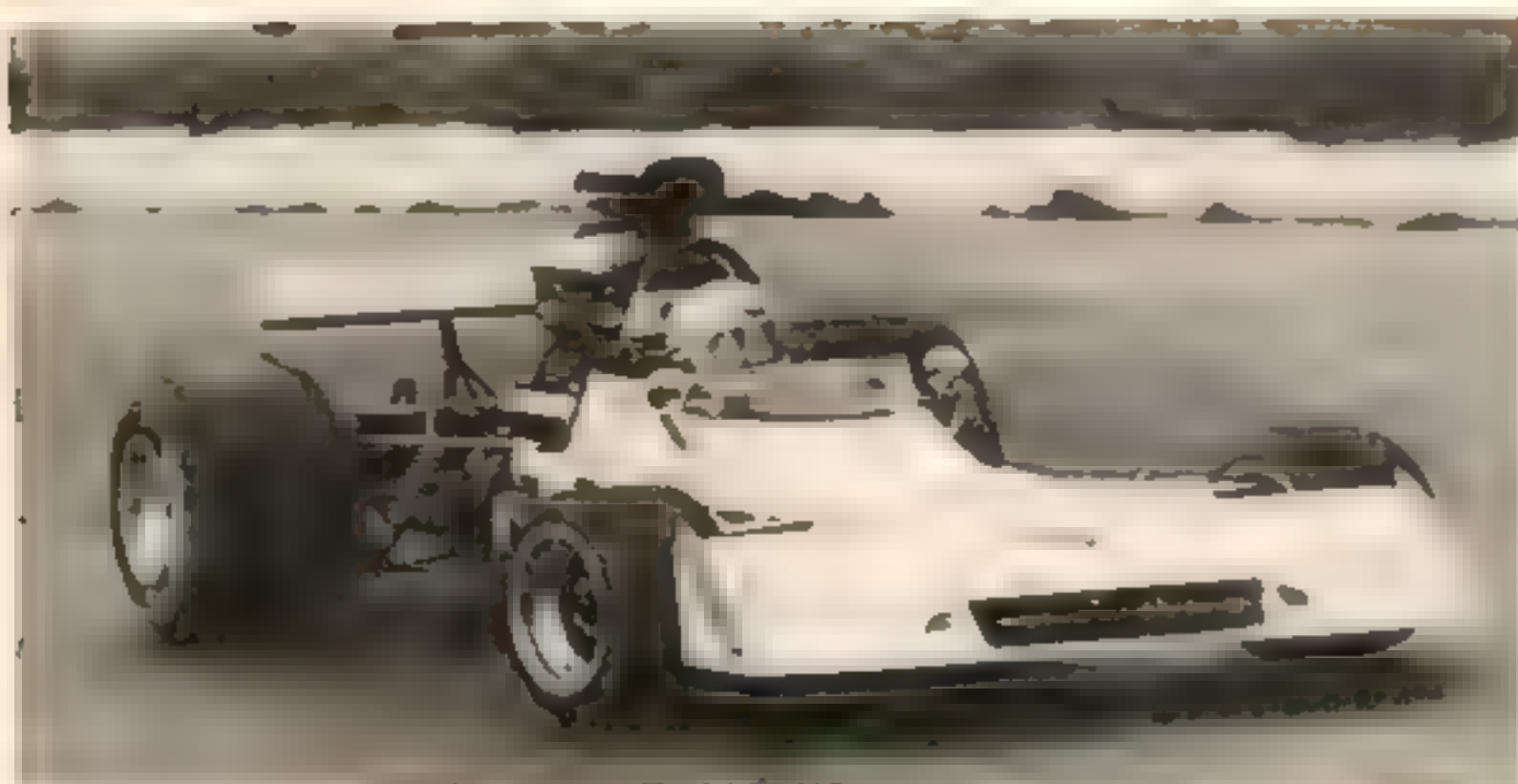
Mallory Park last weekend saw the first appearance of the Barclays International Racing Team shop selling their livery. Barclays are the latest racing team to come forward with a range of clothing in their colours, turquoise, silver and white.

The range includes a safety anorak with a wide reflecting white stripe down the front and back, and a playsuit styled as a racing driver's overall for the young, while anoraks

and lightweight jackets come in adult sizes. Snake skin driving gloves, team shirts and embroidered badges complete the range, design of which is exclusive to Barclays.

Garments may be purchased from the Barclays shop, which will attend all meetings at which Guy Edwards races in the F5000 Lola T330 in Barclays colours, or else through mail order from Purhurst Enterprises Ltd., 8 Charing Cross Road, London WC2H 0HG.





Brett Lunger took the Taylor Trojan to his second win of the series; the only driver with such a record to his credit.

## MALLORY PARK

# Lunger's second win

By IAN TITCHMARSH

The amazing sequence of seven different winners in the Rothmans Formula 5000 championship this year was well and truly broken by Brett Lunger at Mallory Park last Sunday at the wheel of Sid Taylor's Trojan T101. The American, winner of the Snetterton round on Good Friday in the same car, shared fastest time in practice with Ian Ashley whose Henley Forklift Lola T330 is now a vastly improved machine thanks to the advice of Frank Gardner. In the race, Brett stormed off the front row first, chased by Bob Evans in the STP-Alan McKechnie Trojan, Tom Belso's ShellSport Lola T330 and Ashley, lost the lead to the Lolas at the hairpin after 13 laps, and then worked his way back to the front seven laps later to win easing up from a troubled Belso, after Evans retired and Ashley crashed though not before setting a new lap record jointly with the winner.

The NSCC organised a very efficient meeting on a warm afternoon before a good crowd, although the need to run the F5000s first for the benefit of local TV meant that the supporting club races fell rather flat afterwards. In practice much anguish among the normally placid F5000 teams was caused by the track at the Esses which had seen some dubious resurfacing on the clipping point. The soft tarmac soon broke up and scattered itself across the corner like marbles causing both Tony Dean and Graeme McRae to crash and become non-starters while Barry Smith, in the clubmen's session, also fell foul of the surface and was taken to hospital with bad bruising. For the race, the tarmac was dug up again and there was no more trouble.

## ENTRY AND PRACTICE

After Italian and GPDA politics had robbed the F5000 circus of two intervening Continental rounds at Misano Adriatico and Zandvoort, the teams returned in fine fettle to Mallory Park for their first race since the Spring Bank Holiday, and the third time so far this season at the Leicestershire track which, it has to be said, is becoming rather inadequate for these very powerful and fast cars. Some teams had profited more than others from the enforced lay-off, none more so than Doug Hardwick's men and their Lola T330 for Ian Ashley which has been rather disappointing till now. A session at Snetterton under the supervision of Lola works test consultant Frank Gardner saw the car's setting up completely changed to suit Ashley's style, while a new coat of paint added to the new image. Ashley showed his intentions in the second session by smoothly recording 42.0 s, 0.4 s better than the Graeme McRae/Keith Holland record but still 0.2 s outside Jean-Pierre Jarier's F2 best. Brett Lunger, like Ashley running a Smith-prepared Chevrolet, also managed the time but looked a little less stable in the car which has been rebuilt from the one crashed by Brett at Oulton Park in May. Only 0.2 s slower than this pair was McRae himself in a brand new GVI which looked very smart in its red and yellow Iberia colours and was running with a Bartz Chevrolet fitted. Unfortunately, while cooling it at the end of

practice, the New Zealander ran wide on the marbles at the Esses and spun into the bank, damaging the oil cooler and rear wing. The former was replaceable but the latter was not and Graeme decided to scratch, saying:

"I could drive the car without a wing, but I'd get in other people's way" which was a very public-spirited attitude.

Taking up his place beside McRae's vacated position was genial Tom Belso in the best of the ShellSport/Luxembourg Lolas, all of which were going well with their Alan Smith engines and on Goodyears as were Ashley, Lunger and McRae. Bob Evans, another on Goodyears, had been fastest in the first session in the red STP Trojan but "while doing my Jackie Stewart bit in the pits" during the second session, he suddenly found the others had gone faster and there was no time to improve! Bob was another without a companion on his row for the Ian Ward Racing Trojan of Keith Holland, who was timed at 43.0 s, 0.2 s slower than Evans, ran into gearbox trouble on the three warming up laps and Holland was quickly inserted in Chris Featherstone's Lola T190/2 at the back of the grid, having suspected that something might be amiss and done the deal beforehand.

The second ShellSport Lola of 1972 Rothmans champion Gijs van Lennep was unusually far back on row four with a time of 43.2 s, the Dutchman finding nothing wrong with the car but unable to explain why he could go no faster. Guy Edwards equalled this time in his Barclays-Amoco Lola which had been

more or less unattended during the past few weeks while Guy concentrated on his sports car. He felt that there was still something not quite right with the car's handling and felt he should set about looking for the "pot of gold" which Ashley had obviously found. The Chevron challenge, so strong at Oulton Park less than two months ago, was looking less formidable on this occasion, possibly because they mostly rely on Firestone. Tony Dean was the fastest in his Anglo-American B24 before crashing at the Esses in the first session and denting the monocoque, so Bolton honour was upheld by Teddy Pilette in the first of the Team VDS cars with a time of 43.6 s. Clive Santo shared row 5 with the Belgian, getting the feel of his new Shell-Sport Lola for the first time and setting a respectable 44.0 s.

Steve Thompson's Chevron was in effect a brand new car after his Silverstone testing incident before the last Mallory and Alan Brodie regretted the missed European races which had lost valuable sorting time. The local lad was thus left with the unsatisfactory time of 44.6 s, relying on Race Engine Services for power. Chris Craft had the new VDS Chevron out for the first time and was faced with problems similar to Thompson's so that his time of 44.0 s was not at all had on his first appearance at Mallory for many years. Another new car, this time a Trojan, occupied the inside berth on the next row with the welcome face of Willie Green behind the wheel. The smart brown Hexagon-entered car had had the benefit of but three wet laps at Silverstone before arriving at the circuit so Willie's time of 45.2 s suggested considerable latent talent. Tony Trimmer continues to work wonders in his lovingly prepared McLaren M18A which has support from Sheridan Thynne and was driven by the former F3 champion to a time of 45.6 s.

Another non-starter was the perpetually unlucky Alan Robinson who sure deserves something better. He had completely refurbished his McRae and had it going well at 46.6 s in the first session when the oil pressure took a dive. Examination revealed a swirl in the oil pump, which had seized, and when the engine was started up again it gave a death rattle and the timing chain broke. Jock Russell's McRae was almost a non-starter too for the unbelievable reason that the amiable Scot had left his rear wing at home! However, Dean's misfortune was Jock's good luck for he arranged to borrow the Chevron's rear appendage for the race, having managed a wingless 48.0 s in practice. Chris Featherstone's Lola, which ended up with Keith Holland in the cockpit, had managed 49.2 s in the hands of the owner while Jim Moore's ex-David Prophet McLaren M10B returned a good 50.8 s in the former Kincraft king's first proper F5000 event. At the back came Clive Baker's new March 73A, now blue with sponsorship from Galt-A-Film of Torquay, but the absence of fourth and fifth gears kept his time down to 54.5 s while Trevor Twatton completed the grid in his ex-Colin Hyams Lola T330 which the Yorkshireman is to share with Brendan McInerney. With experience only of sports cars, he found it a whole new world but worked away with enjoyment to a time of 51.0 s.

There were four more non-starters. Poor Terry Sanger, having his first outing in the ex-Alan Rollinson Lola T300 now entered by Research Consultants, crashed badly when something either seized or broke just before the pits. The car thudded into the armco and destroyed itself but Terry escaped with a cut foot, bruising and some internal bleeding, the doctors attributing the absence of broken bones to the Westcountryman's ample girth! Before the crash he had done 54.5 s. The other non-starters were David Oxtan's Begg FM5 which destroyed its Begg-built engine after lapping in 47.6 s; Pierre Soukry who appeared with the Connaw and a Morand engine. The oil tank split after the former McLaren driver had lapped at 53.0 s, just 0.2 s better than John Bowtell's old Rover-powered McLaren M10A which cracked a cylinder liner.



## RACE

With gaps on the second and third rows, the opportunity was there for some demon starts, very essential at Mallory where overtaking is so difficult. Bob Evans obliged but Lunger was already on his way and led out of Gerarda and at the completion of lap one from the STP Trojan, Belso, Ashley, Edwards, van Lennep, Pilette, Thompson, Santo and Holland. In the old Lola, who had streaked through from the back. The gap to the others was already noticeable with Green, on cold tyres after missing the warming-up laps, heading Craft, Russell, Trimmer, Baker, Moore and Twaites. The race soon split into smaller groups with Lunger, Evans, Belso and Ashley in one train and Edwards, van Lennep and Pilette in the next while Craft sorted his way up a place or two and Moore retired with gearbox failure. Holland was soon out too when a front stub axle sheared on lap 4 but nothing very much happened among the leaders until lap 12 when they all arrived at the hairpin to find back markers already lapping back markers. Lunger had nowhere to go, ground to a halt and had the engine die on him, but it was not Evans who benefited from this for the second Trojan chose this moment to break a driveshaft. So it was Belso who came charging down Devils Elbow in front pursued by Ashley and Lunger while Pilette had found a way past van Lennep and thus up to fifth behind Edwards.

With the lead within his grasp Ashley closed in on the Dane who was having to hold the car in second gear at the hairpin. On lap 15 Ashley thought he saw a gap as Belso faltered for a second but, as the ShellSport gathered itself up, the gap closed and Ashley was into the bank with two bent corners. Now Lungert was after the lead again and Belso's troubles were increased when his car began to understeer excessively round the never-ending Gerards bend. On lap 19 the understeer was just too much and the leader's loss of speed allowed Lungert to lead on to the straight. From then on it was the American's race, and even diminishing oil pressure and lack of fuel did not prevent him from increasing his lead over Belso all the way to the flag.

A lap before Lungor retook the lead, Pillette had found a way past Edwards and for a time the Chevron seemed to be catching

the troubled Dane. Any final challenge was brought to a halt on the penultimate lap when a large rock appeared in Teddy's path at the Esses and, after running over it, he decided to play safe in case some damage had been done. Edwards fell into the clutches of van Lennep who found catching up a far easier task than overtaking. Even on the last lap, when the Barclay car lost one cylinder, van Lennep could only draw ahead on Stebbe Straight. But Edwards chose all the right lines for the corners and kept the ShellSport T330 behind with some rather exciting driving at Devils Elbow. Thompson was never in contention, finishing a lapped sixth and being caught towards the end by an increasingly rapid Craft while Santo completed the really fast section of the field in eighth. Green soon settled down to some rapid F5000 motoring but lost three laps in all during the race, finishing ahead of Trimmer. Baker, his March stuck in fourth gear and Twaites had a sporadic battle for last place throughout, with the "honour" finally going to Twaites when Baker passed him two laps from the finish. Russell retired with his usual Mallory malady of no second gear after leading Green and the rest.

## SUPPORTING RACES

The only other championship race was in the MCD special saloon series with intervention from two Scottish invaders Bill Dryden and Doug Niven. Dryden, in the SMT Firenze drove away from the field on the first lap and was never headed but Niven had to retire on lap one with water in the petrol of his Boss Escort. MCD class leader, Tony Sugden, took a worthy second in his Escort TC chased hard by Tony Mann's Arnco-brushing Anglia. Another familiar face at Mallory was Alex Clacher's behind the wheel of his fearsome Imp which battled throughout with Denis Welch's Anglia t/c and beat it into fourth at the finish, taking a good class win as well over Ray Edge's Mini-Holbay. The 1300s were overshadowed by the 1-litre Imp and Mini the best being Bernard Bird's Gornshall Motor Co Cooper S, a lap behind in seventh position.

The Formula Ford entry was split into two heats, the first of which was won by Tim Needelle's Lotus 89F after his chief rival, Ed Wilcox, missed a gear at the Esses and spun his Marlyn Mk 11A. Local solicitor Richard

de la Rue (Royale RP16) and Terry Horrocks's Focus then disputed second with the former succeeding by 1.2 s after a close tussle. The second heat saw first place the subject of a close battle between Mike Wrigley's Merlyn Mk 11A and Bill Burley's Royale RP16. Burley grabbed the lead for a couple of laps after Wrigley made a slight mistake at the hairpin but the Merlyn driver came back and held on to win by 0.2 s.

Needell made a splendid start from pole position in the final but it was de la Rue who grabbed the lead going into the Esses only to run wide at the hairpin and find himself elbowed down to fourth behind the Lotus. Wrigley and Burley Needell only held the lead for two laps before the promising Wrigley took the lead at the hairpin. This pair and Burley soon pulled away from the jostling pack behind, with Needell losing another place to Burley after 10 laps. By then it looked as though Wrigley had the race sewn up but he eased off a little too soon and the Royale was only 0.2 s behind when the flag came out. Any number of people seemed to occupy fourth. In the end, it was Wilcox who had fought his way through from the penultimate row of the grid after his heat error, but it could just as easily have been Barry Warburton's Merlyn Mk 17, except that he switched off the ignition switch by mistake at Gerrards for the last but one time while holding off Wilcox. Then it could have been Horrocks or de la Rue, but they collided at the hairpin when the Royale ran wide sending the Focus into the barrier and deranging the Royale's steering. This incident-packed race ended with another Royale RP16, that of Chris Barnett, in fifth position after Frank Frybort had spun his Merlyn Mk 20A at the Esses with a lap to go.

The unusually small collection of clubmen's cars produced the only tedious race of the day. Richard Crosswell gave his self built Phantom its first win quite comfortably, chased by another one-off, Malcolm Jackson's BGL Mk 1. Frank Sytner was bothered all day by gearbox trouble. After this had been attended to, he lost his clutch at the start and, after a push, progressed up to fifth at much less than his normal pace in his 1.2 Mk 11B.

Rehman Formula 5000 Championship, Round 3  
Motory Park, July 3

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Superline Race

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Formula Ford Heat Z (10)

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Johnson's car (15 mph)	1
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**SEA** Sea of Salween Channel

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6 3 1 Tony Mann 7 Ford

- Over 1300 cc. blood. Dryden 90 to 5 mph. 2. Sugden.

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| Formula Ford, final | (15 laps)  | 1 | Mike Wrigley    |
| Marvyn Green, 1st   | 13 m 6.2 s | 2 | 22 mph: 2. Bill |

ROYAL CANADIAN MOUNTED POLICE

- Needle (Locus Schor 69F), 13 m 74 s, 4, Ed Wilcox  
(Ma ym-Rowland Nix 11A), 13 m 19.4 s Fastest lap =





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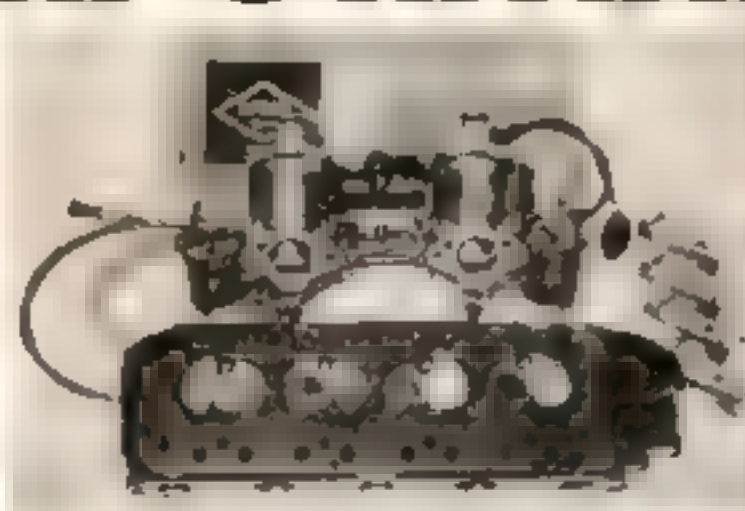
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Jon Fletcher (Elan) and John Burbidge (Jaguar E) dived together for some laps until Burbidge suffered brake trouble and dropped back, leaving Fletcher to win.

## THRUXTON

# Fletcher's race of attrition

Each year the BARC run one 100km round of their modified sports car championship and Thruxton last Sunday was the venue for this most important modsports race of the year. Blue Circle must be very pleased that they chose to sponsor this year's championship because it is attracting full entries and providing exciting racing for a wide variety of cars at each round—in great contrast to the BRSCC's alternative production sports category. Last Sunday's race was drama packed from the warming up lap to the finish but it was the genial north countryman Jon Fletcher who scored yet another win in his Lotus Elan. John "Plastic" Pearson ("XX120") and John Burbidge (E-Type) had both led the race in their Jaguars only to hit trouble—Pearson also hit the Armco. Richard Jenvey was the hero of the day when he forced his supercharged MG Midget into a challenging second spot before dropping to third with overheating. Gerry Marshall (Firenza) and Ray Payne (Imp) won the Forward Trust saloon races and Ted Wentz (Elden) the Wells for Men Formula Ford qualifier.

Opening the day's proceedings was the small Forward Trust race and once again Ray Payne stormed away into an unassailable lead in the Hartwell Imp aided by the fact the fellow front row man Roger Saunders (Mini) had a puncture in the paddock and never started. Peter Monkhouse soon established himself in a comfortable second spot to make it an Imp 1-2. Alan Curnow was the first Mini in third place with Peter Crouch's very rapid 850 class winning Mini in fourth place. Crouch also broke the class lap record. Leonard Crook dramatically rolled his Mini at Club on the last lap whilst sixth, luckily without serious injury.

The warming up lap for the Blue Circle 100kms saw front row men Jon Fletcher, Gerry Marshall (Elans) and local man John Burbidge have an unfortunate tangle which sent Burbidge on to the grass luckily without any damage. Despite Mr Marshall's opinion it appeared to be an unfortunate mistake. At the start Burbidge shot into the lead with Pearson, Marshall, Fletcher and Jenvey in pursuit. Pearson is really on form nowadays and was soon ahead and pulling away in his wonderful car. However, after four laps the plastic Jag started to smoke and some oil found its way on to the front tyres sending John into the Armco at Club. This left Burbidge and Fletcher dicing for the lead as Marshall had already quit with a misfire in the VRM Elan. Jenvey was now working wonders in third and closing on the leaders with John Evans' Ark racing Elan holding a watching brief close behind. Jenvey took Burbidge (who now had brake trouble) on lap sixteen and looked as if he could close on Fletcher. The gap did get under 10 s at one stage but Jenvey's temperature rose and Fletcher sailed on to an untroubled win in his well sorted car. Burbidge retook Jenvey who just made it to the finish after a quick pitstop on the last lap. Evans retired whilst well placed with a split header tank leaving fourth place to

Tony Williams' Ziebart Sprite. Unfortunately Williams had a coming together with John Kerswill's very hot and gearlever less TVR in the complex resulting in the Sprite's retirement with a broken halfshaft. After all the drama it was Andy Fraser's Marcos which recovered from an early spin to take fourth and the 3-litre class despite a dropped valve on the last lap.

In the small class most of the Imp powered devices seemed to hit trouble but Roger Cowdry kept his Ginetta G15 going despite sagging oil pressure to take the class from Brian Lambert's G4 by 1 s after over 40min of racing. An overnight engine change at Ian Richardson's did not help Brian Hough's mighty TVR Tuscan to finish the race as fuel surge kept cutting the engine in corners. During the race both John Pearson and Jon Fletcher established new class lap records.

The Wells for Men FF round attracted an overfull entry so it was a capacity field which was led away by David Heale's Dulon LD9 and Dennis Shattuck's Elden Mk 8 with Ted Wentz's Catalic Elden close behind. Some Elden team driving demoted Heale to third place on the second lap and then Heale spun in the chicane on the third lap whilst trying to pass the two Eldens. This left Peter Harrington (Cougar 73F) to take up the challenge which he successfully did by leading on lap four with Peter Orlando (Mertyn Mk 20A) coming into third when Shattuck spun on lap six. It was very close for the lead but American Wentz forged to the front to win by 0.2 s from Harrington and Orlando with Ric Morris (Hawke DL2B) fourth ahead of the recovering Shattuck and Heale. The highlight of the race was when Rupert Keegan (Rovale RP16) spun in front of the leaders in Club on lap six, then proceeded to spin again on the grass whilst recovering, then almost stalled on the track before spinning off finally at Campbell!

The big Forward Trust round looked as if it would be an easy one for Gerry Marshall who sat on pole in his Thames Television Firenza. So it appeared as he pulled away in a tremendous lead over Brian Cutting's Martin V8-powered Escort and John Turner's BRM powered example which was flying through from a 10 s penalty. Then on lap four Marshall slowed right down and could be seen grovelling around the car. "My sunglasses fell off and they cost me thirty quid!" explained Gerry later. After rebuckling his harness Marshall was third behind Cutting (with a sick engine) and Turner. The Firenza was soon ahead again and went on to win and equal the class record with Turner leading home Cutting. John Waits (now fully recovered from his recent horrifying Silverstone shunt) spun his TSB Mini early on and nearly caught Phil Winter's similar car for fourth place and a class win when Winter missed a gear coming out of Club for the last time.

It is a pity to report that Formula Super Vee does not improve and the round of the

Silver Cup was yet another professional win for John Morrison in the M and S Supersova Tui. David Warwick gave a game chase in his Crossle 24F but could never really get on terms. The only excitement was provided by one time F5000 pilot Fred Saunders who was dicing his Royale RP9/18 with Ron Grant's Lola T252 for third place. First Saunders lost his exhaust pipe, then he spun at Club on lap seven, only to repeat it at Cobb for the other spectators on lap eight! Fred finally finished eighth!

The last two races were consolation events for those drivers who had not got into the main FF and modsports races. Neither had a very full grid and were rather boring. Although the drivers no doubt enjoyed it (the two winners being very pleased with themselves) they are not the sort of races to make new spectators want to come back to future meetings. As it was the FF race was one of changing fortunes. Lap one leader Tony Edmonds (Dulon LD4C) spun his chances away leaving John Stelling (Elden Mk8) to lead until he touched a wayward backmarker causing his retirement. Then suddenly it was Gerry Jolly who started his Titan Mk 8 from the third row who hit the front and pulled away to an easy win. This left fellow third row man Paddy Fletcher-Jones (Mertyn Mk 11A) second only to be pipped on the line by Maxwell Samuel-Camps (SHARP Royale RP16) who had started from a 10 s penalty. A real result for the underdogs!

The modsports consolation race was a runaway win for Russel Bracegirdle in an Andrew Talbot Triumph Spitfire. Don Manley brought his TVR Tuscan through to second from the 10 s penalty but never looked like catching the yellow Spitfire. Peter Cull and Mike Crossfield (13 Midget) had a good dice for third which was resolved when Crossfield spun it in Club on the last lap although he recovered to take fourth.

## PETER RICHINGS

Forward Trust Special Saloon round (10 laps) 1 Ray Payne 1 m 32.6 s 84.56 mph 2 Alan Curnow 1 m 35.0 s 80.78 mph 3 Peter Crouch 1 m 37.2 s 78.45 mph 4 Roger Cowdry 1 m 39.1 s 74.96 mph 5 Gerry Marshall 1 m 41.2 s 71.83 mph 6 John Kerswill 1 m 43.3 s 68.71 mph 7 Tony Williams 1 m 45.4 s 65.56 mph 8 John Burbidge 1 m 47.5 s 62.41 mph 9 John Pearson 1 m 49.6 s 59.26 mph 10 Richard Jenvey 1 m 51.7 s 56.11 mph 11 Gerry Jolly 1 m 53.8 s 52.96 mph 12 John Stelling 1 m 55.9 s 49.81 mph 13 John Waits 1 m 58.0 s 46.66 mph 14 John Turner 1 m 60.1 s 43.51 mph 15 John Cutting 1 m 62.2 s 40.36 mph 16 John Evans 1 m 64.3 s 37.21 mph 17 John Marshall 1 m 66.4 s 34.06 mph 18 John Harris 1 m 68.5 s 30.91 mph 19 John Smith 1 m 70.6 s 27.76 mph 20 John Brown 1 m 72.7 s 24.61 mph 21 John White 1 m 74.8 s 21.46 mph 22 John Black 1 m 76.9 s 18.31 mph 23 John Green 1 m 79.0 s 15.16 mph 24 John Grey 1 m 81.1 s 12.01 mph 25 John Gold 1 m 83.2 s 8.86 mph 26 John Silver 1 m 85.3 s 5.71 mph 27 John Copper 1 m 87.4 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# NEW FORMULA 'Q' SUCCESS IN THE NEW AVON 'MOTOR' TOUR OF BRITAIN.



## 1ST OVERALL

Car No. 6 JAMES HUNT and co-driver ROBERT FEARNALL in the A.J. Rivers Camaro



## 2ND

GORDON SPICE and co-driver STANLEY ROBINSON in the Wisharts 3 litre Ford Capri



**ASK THE MEN WHO KNOW ABOUT ENGINES.  
CONGRATULATIONS!**



Seven excellent races ended Snetterton's busy weekend of sport last Sunday when the Thames Estuary Automobile Club took over the organisation at the mostly sunny Norfolk circuit. Mick Hill took two wins in the Tricentrol Capri, although the first was considerably enlivened by the constant attentions of Tony Hazelwood's monster 5.0 Daf-Oldsmobile. Lombard North Central F3 points went to Ian Taylor who kept control of a train of six cars throughout, although Masami Kuwashima briefly led for half a corner before spinning off to retirement while the real star was Alan Jones, who drove from last to third on the road. Similar excitement came from five Formula Vees—yes, Formula Vees!—imported from the European circuit, who dived in fine style for second place in a championship round.

The Formula 3 field was practically halved by non-starters, some of whom had run out of engines, some money, and some transport for the car after the long Ricard grind had taken its toll. On pole in 1 m 30.8 s was Alan Jones, extremely smooth all round the circuit, but still in the normal DART GRD-Vegantune 373 rather than the development narrow track car which won't be used for a while. Sharing the front row and 1 m 31.4 s were Masami Kuwashima (March-Holbay 733), who pronounced himself well satisfied with the car, and Pedro Passadore in the other DART GRD. Sharing the second row and 1 m 32 s were Richard Roberts (GRD-Novamotor 373), who was feeling decidedly under the weather with ribs re-cracked in a diving accident last week, and Leonel Friedrich (March-Holbay 733), who had a ratio change after practice. Sharing the next time of 1 m 33 s were five drivers: Ian Taylor, Tony Brise and "Telaco" in Marches, Tony Rouff's GRD and Derek Lawrence, again in the Ehrlich. Taylor had a misfire throughout practice caused by an electrical lead. Brise did only four laps before his Holbay went, although the car's handling better. Rouff had a spin and Lawrence was unhappy about the tyres so it was going to be interesting.

Jones' drama began before the warming up lap when the car wouldn't fire and a master switch replaced, he went out. Then, on pole on the grid, no spark and the DART GRD was left on the line, while "Telaco" couldn't fire up the yellow March in the Paddock. Passadore upheld the DART name to lead off the line followed by Kuwashima, but by the hairpin it was Ian Taylor, Passadore, Kuwashima and Rouff. Rouff lost out a couple of places on lap two to Friedrich and Roberts, the leading five being followed by Derek Lawrence before a gap to Nick Crossley's March 733. Brise departed the scene with another blown engine, while Jones was storming through the field in great style. Lawrence slowly dropped from the bunch, and Friedrich and Passadore swapped place a couple of times around lap five, after Kuwashima had demoted the latter from second. Roberts also disappeared when a front tyre let go at Riches and his race was run, while on lap six, Jones was by Lawrence and slowly hauling in the next man, Tony Rouff. Kuwashima made his bid on lap six also, getting by Taylor momentarily at Riches only to spin into the boones and dent the tub but no more. Taylor, Passadore and Friedrich were running equidistant, but Friedrich was obviously biding his time, waiting for the moment. Lap 11 came and he was past Passadore, with Taylor in his sights, while two laps later, with Passadore slowing with a flat tyre to be taken by Rouff, Jones flew by them both to be an amazing third on the road. And so the race ran out, with Taylor just 0.2 s in front of the ever improving Friedrich, who had a slowly deflating tyre, and felt he should have passed Taylor, Rouff, who was less than 10 s behind Jones, and so still took third place in the results. Lawrence was a quiet fifth, while Nick Crossley headed Nicholas von Preussen in the P&M Marches for sixth.

First on the agenda was a combined Clubmans/Modsports thrash with Peter Evans sitting on pole in the Access-Holbay 7X, with his hand up. So it was Herb Moger's Gryphon-



A round of the European F Vee championship showed British competitors how close the racing in this class can be. Here Bernard de Saint Hubert leads Leo Steenbergen, Jean Laurent and Martin van Ginneken in the battle for second place.

## SNETTERTON

# Jones' fine F3 drive a feature of exciting day

Holbay C73 which led away from Richard Groombridge (Hustler-Holbay CF3A) and John Miles' 1.6 Turner Mk 3. Groombridge led second time round, but both Evans and Brian Husbands (U2-Holbay Mk 12) who practised out of session were charging up from the back of the field, and after Groombridge had spun off at Riches on lap four, they passed Moger, who had found himself in the lead on lap six and while they began to space out Evans slowed at the end with a deranged mudguard to bunch the leaders again, finally taking third place with 10 s penalty Husbands was therefore the winner, with John Miles fourth, Colin Lane's 3.8 Jaguar 2 fifth, having lost 1.0 class leader Brian Mitcham who in turn lost his gears in the U2 5/11.

Next up was a round of the Mini Seven championship and once again, Anthony Westbrook showed his superiority, leading throughout the 8 laps. Behind him there were lots of small car battles, the one for second including Geoff Gilkes, Hugo Hoyle, David Sambell and Robert Addison. Hoyle disappeared on lap 4 with what looked like a big prang at Coram but he was unhurt fortunately and the car didn't look too bad either. Gilkes finished second with Sambell third, trying to get up to Gilkes. Fourth was fought out between Addison, who came back to Corbishley, while there were more dices all the way down the field.

The STP Formula Ford race was quite one of the most fraught at this fast circuit, Tony Rouff (Merlyn-Vegantune Mk 20A) led off the line but after the first lap, it was Derek Lawrence (Dulon-Rowland LD9) and Richard Hawkins (Titan-Titan Mk 6) who were to battle it out for the rest of the race, the latter leading seven laps, but Lawrence taking the honours. Don MacLeod (Van Diemen-Scholar AF/73), John Lipman (Dulon), Rouff, and Mike Young (Merlyn-Scholar Mk 24) all dived for third place with much energy, until Rouff disappeared on lap six while Young spun and took off Lipman, which left Rich Bacon sitting happily in fourth behind MacLeod in his elderly but competitive Merlyn-Scholar Mk 11A. A very fine race.

Next up were the amazing special saloons, with Mick Hill's Tricentrol Capri on pole, Tony Hazelwood's Daf-Oldsmobile next up. The Daf roared off into the lead, very closely followed

by Hill for five laps, until the Capri used its extra litre and sped by at the Esses, finally winning by 0.8 s. Nick Whiting held a consistent third throughout in his excellent 1.6 Escort FVA, while fourth was Tony Strawson, still driving the 4.7 Ford Falcon with great verve. Rod Conway had a tremendous dust up in the 1.3 Elf with Tony Whibley's Vauxhall, but finally being challenged by Brian Cox's RDA-engined Mini for the class win.

After the F3s, the European Formula Vee crowd came out for their 20-lap thrash, showing us just how exciting FVee can be. Dutchman Yelle Hinget took his Kaiman into a lead on lap one that he was never to lose. Behind his Marlboro sponsored car came a dicing bunch for second which kept everyone on their toes, the bunch including Bernard de Saint Hubert (Celi), Leo Steenbergen from Holland (Kaiman), Jean Laurent (Agnessens) and Martin van Ginneken from Holland (Kaiman), while Lucien Reyners dragged himself into the bunch as well after Saint Hubert's departure around the halfway mark. Steenbergen, the championship leader, led most of the time, but lost it on the penultimate lap when first Laurent got by, and then van Ginneken, but the latter went wide at the hairpin and Steenbergen finished second, from Reyners. Laurent and van Ginneken, although Laurent was docked a minute for a jumped start, a point he was still disputing some 45 minutes later.

Finally came another thrash for the saloon boys, this time Mick Hill having no trouble at all taking the win. Nick Whiting looked at one time to be getting up to the Capri, but finally finished 8 s down, with Tony Strawson still picking up 10 s penalties for a push start and still blasting through to third on the road and in the results. Tony Hazelwood's brother Geoff took fourth in the monstrous Daf, while fifth was disputed by Colin Folwell's Capri, David Conway's 1.3 Elf, Ali Hussain in Rosen Nash's 7.0 Mustang and John Homewood's fleet 1.0 Imp, the latter being very wary of the unstable Mustang and keeping clear.

**BOB CONSTANDUROS**

Results, page 62



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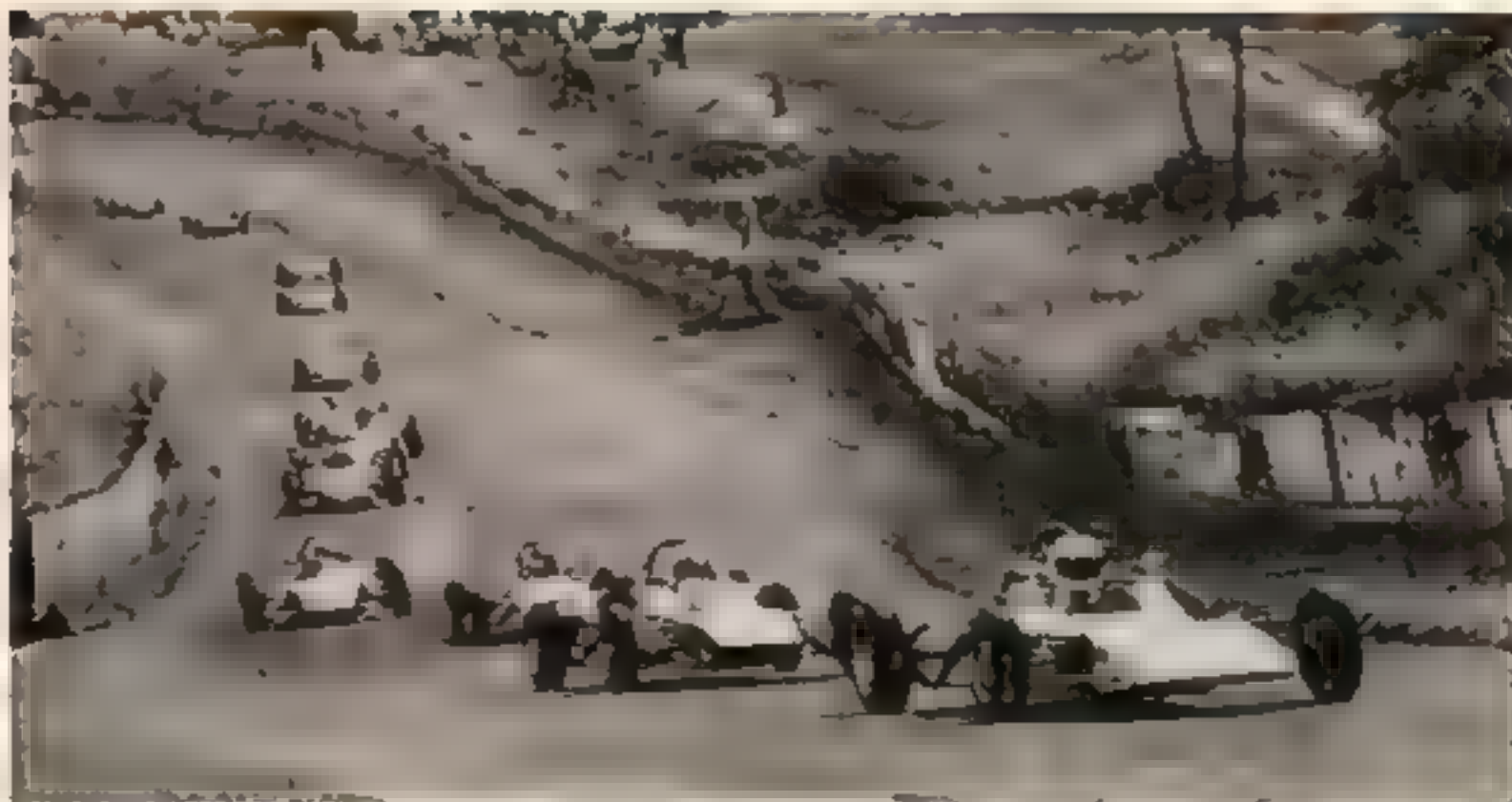
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Donald MacLeod's Van Diemen leads Derek Lawrence, Bob Arnott and Syd Fox early in the FF race. MacLeod's overtaking line cost him the race and Lawrence took BOC points.

## OULTON PARK

# Meek's saloon record

After the Tour of Britain had gone away, the BRSCC NW Centre organised five enjoyable races to make up a very full day's entertainment for the large crowd of spectators. Among them were many employees from the nearby Vauxhall factory at Halesmere Port who came along in particular to see a Vauxhall-only race which was won, not very surprisingly, by Gerry Marshall. Marshall's avowed aim was to capture the special saloon record from Chris Meek, who had earlier in the day set a new figure of 1 m 44.4 s in his Escort BDE, breaking Mick Hill's old record by an astonishing 2.4 s. Despite a typically spectacular drive, Gerry failed by just 0.2 s although his average over the 10 laps was slightly better than Meek had managed. Among the single-seaters John Nicholson won a poorly-supported but very exciting BP Formula Atlantic round in the Punch Plant Lynxcar while Derek Lawrence scored maximum BOC points after another close struggle with Donald MacLeod.

There was very little doubt that Chris Meek in the Princess Ita (who is this mysterious aristocrat?) Escort would dominate the special saloon race but Bill Dryden did his best for the Vauxhall cause by leading for most of lap one in the SMT Firenze and then pressing on as hard as he could go to the finish, by which time he had dropped nearly 18 s behind. The main interest centred on a contest for the 1800 cc class between John Chappel's familiar Howley Racing Cooper S, John Myerscough's Brook Hire Escort TC and Denis Welch in an old but fast and well-driven Anglia. Chappel held the initial advantage but, with beard bristling, Myerscough forced his way past on lap 4 only to disappear a lap later when the head gasket failed (at least that was the gist of what he said). A potential challenger in the guise of Ralph Bryan's 1.3 Escort BDA had fallen by the wayside a lap earlier, after charging up from the back of the grid to sixth, when the LSD didn't (nothing addictive, of course) and then Welch began to suffer from fuel starvation so that Chappel was left alone to finish third and win the class.

There was a good entry of Atlantics for the BP round but only 11 actually came to the line, two having fallen out during practice and the rest presumably saving themselves for the British GP meeting. Practice accounted for Brian Robinson's Ensign LNF2/72 which was mildly pranged and Brian Martin's neat Martin BM12, the tired old engine of which blew a head gasket. However, much quality remained, the fastest five

cars being covered by exactly one second. On pole position was David Purley's LEC March 722 with Colin Vandervell's newer Team Triplex car alongside and 0.2 s slower. Another March 73B Geoff Friswell's new car, completed the front row while Ken Bailey, on his home circuit, was pushed back to the second row with his March 722. John Nicholson's time of 1 m 33.0 s in the Lynxcar completed the top five.

With no first gear to speak of, Purley had to make a cautious start but the clutch failed anyway as he got under way so that he was beaten into Old Hall by Friswell and Vandervell with Nicholson and Bailey following. Thus they completed the first lap in a high speed train with Friswell sliding neatly round Lodge and looking well able to take care of himself under pressure from the championship leaders. At the back, Bev Bond brought the Harry Stiller GRD 273 into the pits with a misfire in his new RES engine, replacing one in which a valve dropped in practice, and called it a day with suspected faulty piston rings. Any thoughts that the first three Marches might break away were soon dispelled as Nicholson and Bailey closed up, with the Lynxcar driver trying to wrest third from Purley at Knickerbrook on lap 4. A lap later Vandervell thought he ought to try for the lead in similar fashion but Friswell showed that, lack of F3 experience or not, he knew how to shut doors and keep them that way. So Vandervell fell back into line but soon provided the next excitement, particularly for Purley who could see that Colin's battery was about to fall off and the LEC driver was hoping it wasn't about to fall into his lap. After two anxious laps Vandervell slowed at Druids forcing Purley to brake and allowing Friswell to open up a small but possibly sufficient gap.

But it was now Friswell's turn to strike trouble for his throttle pedal had been getting stiffer and stiffer and eventually he could maintain his advantage no longer, so that lap 10 was completed with Nicholson, having passed Purley when Vandervell slowed, right behind the leader, chased hard by the irrepressible Purley and Bailey. Lap 11 was Friswell's last for he was passed by both Nicholson and Purley and half way round the 12th the throttle return springs broke sending him into the armco at Esso, fortunately, after his season of strife, with only minor damage to two wheels. Could Purley wrest the lead from the New Zealander before the finish? The answer was provided by the slow Lotus

69 of Malcolm Bohm which succeeded in baulking the March all the way from Knickerbrook to Lodge on lap 13 allowing the Lynxcar to pull out enough of a gap to cross the line a relatively comfortable winner after a hectic race. Bailey was 1.2 s adrift of Purley in third while George Silverwood was a distant fourth in the Central Garages (Mirfield) Chevron B25. Tom Pryce, of whom much was expected, found the Motul M1 suddenly understeering like a Group 1 Mini which sent him on to the grass at Old Hall while lying sixth and thence into the pits to clear out the weeds. He carried on, hardly helped by a weary engine which used to be in his Royale, and wound up fifth after Croft winner Stephen Choularton had retired his March 73B with a severe oil leak.

The usual vast Formula Ford entry was given the chance of either qualifying for the BOC championship race or taking part in a consolation event at the end of the day—a much better idea than sending the non-qualifiers away empty handed. At Oulton where driving ability and experience count for as much as engine power, this season has seen Derek Lawrence and Donald MacLeod to the fore and so it proved again, with the Dulon and Van Diemen taking turns at leading until lap five, drawing away from the 23 others in the process. Then MacLeod decided to play it canny and sit behind the Dulon until the last lap, which slowed both of them up, allowing Bob Arnott to catch up a lot of ground in his Merlyn. A back marker arrived on the scene for the last half lap but the leaders managed to find a way past before Lodge, where MacLeod tried to out-break Lawrence round the outside, a manoeuvre which had worked on the last occasion. This time Lawrence was determined not to be outdone and braked late too, running wide with wheels locked and forcing MacLeod to run wider still, on to the rough and into the bank. The bump only damaged the Van Diemen's suspension and Lawrence was able to regain control and cross the line first just 0.2 s in front of Arnott, thereby taking over the championship lead from MacLeod.

Syd Fox in the Camel Hawke DL10 emerged ahead and unseathed from a hectic bunch disputing the next few positions while Denny Shattuck, who always shines at Oulton, took a creditable fourth in the Eldon Mk 10. The next four were covered by 0.8 s, finishing in the order Tiff Needell (Lotus 69F), Stephen South (Ray 73), Richard Hawkins (Titan Mk 6) and Stuart Baird (Merlyn Mk 24) and became so involved that they didn't see the flag and carried on dicing after the race was over! Mike Taylor was compelled to leave this party on lap 8 when his Paliser spun at Island and hit the armco.

A collection of Group 1 Vauxhalls, including several barely run-in Viva 1800SLs were sent off a minute ahead of the special saloons in the Vauxhall-only race. In no time at all, Gerry Marshall had scorched past the standard saloons in his Thames TV Firenze, throwing the car around the corners in his customary spectacular and crowd-pleasing style. Bill Dryden followed along more traditional lines but never lost that much ground on the leader until the last lap when the clutch failed, a similar fate having overtaken the car in practice. Des Donnelly's similarly-engined Viva, which had led Dryden for the first two laps before falling back, thus took over the second ahead of the neatly driven Vivas of Jeff Alan and John Elliot. Jackie Patterson retired his DTV Northern Ireland Firenze from fourth with a puncture. Among the roadies, the G1 Firenzias of Tim Stock and Derrick Brunt stood out way above the rest, with Stock demonstrating a G1 version of Marshall's style and winning the class by 3.6 s, finishing fifth on the road as well. Brian Athews in the G1 Viva he shares with Dennis Bissell showed that his car was much more suitable for racing than the fresh-off-the-

continued on page 64



# ROAD TEST REVIEW

## SPECIFICATION AND PERFORMANCE DATA

Car tested: Toyota Celica 1600 Coupé ST 2-door 4-seater Price £8,804 including tax

Eng. no. Four-cylinders 85 mm x 70 mm (1586 cc) Compression ratio 9.4 to 1 115 bhp @ 5500 rpm Pushrod operated overhead valves Two twin choke down draught carburettors

Transmission Single dry clutch Five speed 4 synchronised gearbox with central change ratios 0.67:1, 0.84:1, 1.0:1, 1.36:1, 2.02:1 and 3.58:1 to 1 Open propeller shaft Hypoid rear axle ratio 4.11:1

Chassis Combined steel body and chassis MacPherson front suspension with coil spring struts lower wishbones and anti roll bar Rear suspension by steering gear live rear axle on trailing arms and Panhard rod with coil springs and dampers Servo assisted twin round headlights with front disc and rear drums Brakes on disc wheels fitted 65.13 H radials dry type

Equipment 12 volt lighting and starting with a battery speedometer rev counter ammeter oil pressure water temperature and fuel gauges clock hasing demisting and vent al on system with electrically heated rear window Two speed wipers and washers Flashing direction indicators with hazard warning Radio Reversing gear

Dimensions Wheelbase 7 ft 5 in Track (front) 4 ft 7.4 in (rear) 4 ft 6 in Overall length 13 ft 7.9 in Width 5 ft 5 in Weight 1947 lb

Performance Maximum speed 140 mph Speeds 0-44.4 in 12.1 s 0-66 in 21.1 s 0-88 in 33.1 s 0-110 in 48.1 s 0-132 in 68.1 s 0-154 in 93.1 s 0-176 in 121.1 s 0-198 in 151.1 s 0-220 in 181.1 s 0-242 in 211.1 s 0-264 in 241.1 s 0-286 in 271.1 s 0-308 in 301.1 s 0-330 in 331.1 s 0-352 in 361.1 s 0-374 in 391.1 s 0-396 in 421.1 s 0-418 in 451.1 s 0-440 in 481.1 s 0-462 in 511.1 s 0-484 in 541.1 s 0-506 in 571.1 s 0-528 in 601.1 s 0-550 in 631.1 s 0-572 in 661.1 s 0-594 in 691.1 s 0-616 in 721.1 s 0-638 in 751.1 s 0-660 in 781.1 s 0-682 in 811.1 s 0-704 in 841.1 s 0-726 in 871.1 s 0-748 in 901.1 s 0-770 in 931.1 s 0-792 in 961.1 s 0-814 in 991.1 s 0-836 in 1021.1 s 0-858 in 1051.1 s 0-880 in 1081.1 s 0-902 in 1111.1 s 0-924 in 1141.1 s 0-946 in 1171.1 s 0-968 in 1201.1 s 0-990 in 1231.1 s 0-1012 in 1261.1 s 0-1034 in 1291.1 s 0-1056 in 1321.1 s 0-1078 in 1351.1 s 0-1100 in 1381.1 s 0-1122 in 1411.1 s 0-1144 in 1441.1 s 0-1166 in 1471.1 s 0-1188 in 1501.1 s 0-1210 in 1531.1 s 0-1232 in 1561.1 s 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## Proposals to ban rally servicing in Wales

Windsor Evans, Secretary of the Southern Centre of the Welsh Association of Motor Clubs announced last week proposals to ban servicing of competing cars on road rallies in Wales of closed and restricted status. The four major events covered by this announcement this autumn are Nutcracker, Gremlin, Cilwendeg and Vales rallies, and from experience gained by this decision competitors expect that other organisers will decide what action to take.

"We are aware that servicing probably accounts for a small fraction of the nuisance of night rallying, and that the greater cause is spectating. But if we can limit the inconvenience by any degree the effort will be worthwhile, and servicing of course is less difficult to control." The wording of the RAC blue book, which states that only regular, organised in advance, servicing is prohibited, and then only if organisers do not make special provision, is well established as being weak. For this reason, the Welsh association state in their announcement that it is hoped that competitors will accept the condition in the spirit in which it is intended.

Windsor Evans is also joint clerk of the course of the Nutcracker, to be held on July 21st, round seven of the C/MN series and the first of the events to be covered by this announcement. "We have obviously got to make a start at tackling this problem somewhere, and so far as we are

concerned any apparent service car will attract the attention of our observers, even if parked legitimately at the half way garage." One trouble that the Nutcracker will have is that the start and finish are in different towns, so tow cars will have to make a journey during the night anyway. Another is that the Nutcracker, by virtue of its all selective format, will permit any competitor determined on mischief to leave the course and rendezvous with a service crew out of sight. Servicing has recently become very popular with clubmen; whereas organisers have come by and large to trust the activities of those connected with leading crews, the service activities of leading crews have encouraged less experienced crews to follow on in a less responsible manner.

"We will without hesitation exclude anyone we see breaking rules, but we do not want to do this. What we want to do is be able to run our rallies in full co-operation with local people and authorities in the manner we have enjoyed for many years, and we think this experiment will give us more chance of doing this." Two particular ways in which this announcement is immediately expected to have effect is restricting the chance of changing tyres from type to type during an event, and being able to refill with petrol other than at official petrol halts, where facilities are often crowded anyway.

● Positions on the Heatway Rally after the 3rd night (July 10) show Hannu Mikkola leading from a local entrant with Shekhar Mehta 3rd and Andrew Cowan 4th overall. The event does not finish until July 14th.

● Seeding of British entries for the 1000 Lakes include Mehta at six, Culcheth at seven, Faulkner 25, Clarke 31 and McDowell (a late entry with the Ton Tyres Ascona) at 32.

## Mike Hibbert to leave C & S

Mike Hibbert will be leaving Clarke and Simpson of Sloane Square, London at the end of August to return to Scotland where he is acquiring a motor business. This news has come at the moment C & S have nearly finished preparation of their new two litre RS1600 in readiness for

RAC Championship rallies and Hibbert's departure leaves a vacancy in the driving seat from the Burmah Rally onwards. Clarke and Simpson are contracted to compete on the series with Centze Hotels, under whose banner Mike Hibbert won the Tour of Dean Rally in January.

## Cheltenham Festival

Round seven of the BTRDA Gold Star Rally Championship is the Uniflo Cheltenham Festival Rally which starts this Saturday at 00.01 hrs from South Western Vehicle Auctions Limited, Poole (MR 179 030927). Special stages account for 70 miles on a variety of surfaces through Dorset, Hampshire, Wiltshire and Gloucestershire. Finish will be at the Golden Valley Hotel, Cheltenham from 13.00 hrs onwards and the halfway break is at Druids Cafe, Amesbury.

Top ten entries: 1. Vic Preston/Tony Mason (Escort); 2. Harold Morley/David Moore (Porsche Carrera); 3. Keith Aslett/John Minty (Escort); 4. Paul Appleby Keith O'Dell (Mexico); 5. Reg Mullenger/Doug Woods (Escort); 6. Ian Harwood/Richard Morris (Escort); 7. Richard Hiffe Stuart Hiffe (Escort); 8. Bob Bennett/Alex Hobbs (BMW); 9. Frank Pierson/Colin Francis (Escort); 10. Tony Drummond/Chris Gray (Escort).

## Mullenger wins

Reg Mullenger has been declared the winner of the Midsummer stages rally, as the offending stage where competitors went varying ways was abandoned. The position in both the BTRDA Gold Star and the Triple "C" series were held in abeyance pending this decision.

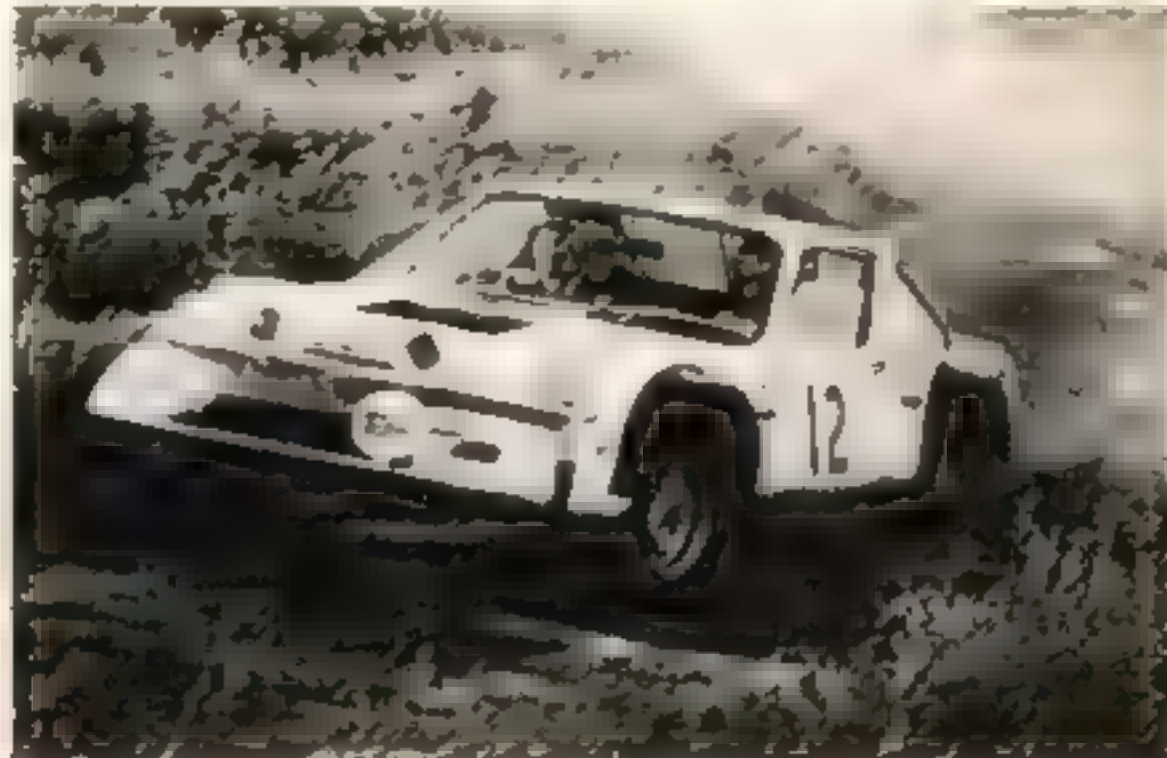
## Coming events

Preliminary details have been announced for both the Cilwendeg Rally, 15-16 September, regulations to be issued at the end of this month, and the Esso Uniflo Dukeries, regs due out early August. The Cilwendeg is based at Newcastle Emlyn, start and finish, mainly on map 139 but with portions on 140 and 152. David Lewis, Clerk of the Course, says it should be the smoothest Cilwendeg yet, with only 4-mile rough, through twisty as ever and with a sting in the tail. Sections will be both timed to the minute and to the second, whilst a couple of new roads are planned. Assistant Clerk of the Course will be Allan Jones, navigator to Eric Davies, who will be Scrutineer. Megan Lewis, secretary (from whom regs will be available—Mrs M. Lewis, Rhydonnan, Pentrecwrt, Llandysul, Cardigan shire, entry free £5, says that servicing will only be permissible by the competing crew and like other Welsh championship events the noise level is down from the old 80dB level to 78dB, which will also affect the Nutcracker, Gremlin and Vales.

● The Dukeries (September 28) will accept 160 entries for their forest rally, 50 places being at the organisers' discretion, the others by ballot. The start is the Post House, Sandiacre, at 7 am, the lunch halt at Bivith, and the finish back at Sandiacre. Regs from Karen Morris, Garrod Car Hire, 39 Pelham Street, Newark, Notts. Telephone Newark 2748.

Jim Clark Memorial Rally. Willie Crawford crossed-up on The Bield early on Sunday morning. After a quiet start the Edinburgh driver posted some very quick times before finishing 8th overall.

Jim Clark Memorial Rally. Donald Hoggie with regular navigator George Dean finished the rally, with their Clan Crusader winning its class.





## SANTA POD

## Fantastic funnies

The much heralded fourth international drag meet, sponsored by the Petersen Publishing Co., got off to a great start on the weekend at Santa Pod Raceway. Although action in all classes was pretty close, without doubt the star turns came from the two American Funny cars, which put on a staggering display that really defies any adequate description.

First to run was Paula Murphy in the STP Plymouth Duster. Running an Ed Pink built Chrysler Hemi, she came out on Saturday during qualifying and laid down the most incredible burn-out ever seen at Santa Pod, running over a hundred yards up the strip with vast clouds of smoke boiling out from behind the car. As it cleared the harsh exhaust note could be heard as she backed up to the line to stage. Following this with a 7.9 s at 190 mph was enough to send the crowd into a frenzy, and when Don Schumaker followed her on to the strip shortly after, it was already obvious that nothing else was going to be as popular. His burn-out was even longer, even smokier and even louder but his run was not as good. At around mid-point the blower let go, resulting in a 9.0 s.

Paula had knocked a hole in the sump on her run, but came out again later to another sensational 7.7 s at 196 mph. Schumaker, after two more burn-outs with a new blower fitted, looked all set to put down a really good run only to have the second blower fail as he left the line.

Meanwhile the Pro-Fuel Dragsters had been flexing their muscles, with Clive Skilton running a beautiful 6.80 s to lead the pack. Tony Nancy didn't get on the track until late, but still ran a 6.9 s on what was to him a virgin track, his car impressing with its fabulous construction and quality. Dennis Priddle was next with a 6.99 s in the older car, now running as the Shell Sport Chrysler rail while Roland Pratt joined the 200 mph club with a 201 in 7.4 s. Mike Hutcherson at 7.7 s and Allan Herridge at 7.8 s were next. Having all sorts of trouble in the new Revell car was Norm Wilcox, who flew in specially for the occasion to drive what had been his car before Priddle bought it. Plagued with various engine troubles all weekend, this leading driver was not to figure at all in the results.

Sunday's elimination lined up as one of the greatest ever. Low qualifier Skilton took the bye run with a full bore 6.86 s. Next Priddle faced Herridge, but after he had an engine failure on the line, Dennis eased it to a 7.4 s. All the cars had been starting on an instant green, with no countdown, apparently in deference to the Americans who favoured this system. The next two were Nancy and Hutcherson, the American car sounding awesomely powerful. On the green it was about even but Mike pulled his wheels off the deck and had to back off a shade as Nancy streaked to a 6.9 s at 213 mph, to a losing 7.7 s. The other quarter final made history in that Roland Pratt defeated Norm Wilcox with a 7.66 s to 9.7 s. Wilcox had to shut off again with another problem despite having got away well clear. As far as anyone knows, this was the first time that anyone had beaten an American Top Fuel driver in open competition.

The Pro-Start system then backfired on Nancy in the semi-final against Pratt. Exactly what happened is unclear but both cars seemed to be trying to burn each other down before staging (deliberately holding back to try to get the other car overheated). Although this only lasted a few moments somehow the two couldn't get staged together at the same time. Then Nancy's engine started to lose oil and his mechanic made

a gesture to the startline marshal the meaning of which was lost in the thunder of the engines. Roland got a red light as he was waved away, Nancy shutting down. Eventually the run was given to Roland, but I somehow feel that if a regular countdown had been used, all would have been well. In the other semi another upset took place, with Clive Skilton strongly favoured to take it. The instant green caught him without enough revs as Priddle pulled it off with a 6.63 s at 193 mph, Clive chasing hard with a 6.8 s at 207 mph.

After repairing his car, Nancy came out late in the day to close the meeting in fine style with a burn-out that rivalled the funnies and then a 6.6 s run at 220 mph, a track record for top speed. Now getting used to the conditions, Nancy will obviously be a much tougher nut in the next two weeks.

Again making up the best field of all was Top Street, with 23 cars trying for the 16 places. Although the Swedish Plymouth coupe was running in competition, it was replaced by Svante Erickson in his fibreglass Jeep with 440 Chrysler engine. Although again not legal by English rules, it was by Swedish ones, and was allowed to run in Top. This was most unfortunate for all the other entrants who have been trying so hard and putting on a great show these last few meetings, and really the onus is on both clubs to come up with a way round these problems. Reputedly weighing under half a ton, it ran 10.6 s all day with Jim Krejcki in Yuna's Corvette second qualifier at 11.9 s. Third was the Mustang of Raghalla from Sweden with a 12.35 s, fourth Colin Mullen in the big Chevelle with a 12.40 s, with the Rose's Barracuda coming down to a 12.42 s and looking stronger all the time.

With racing under way, the Jeep hit an 11.6 s to go through the first round. The next winner was Dave Rose (Barracuda) with a 12.5 s over Ivan Fryer who got away first to a 14.1 s. Raghalla took his round with a 12.3 s over Al O'Connor's good 13.3 s, with Arkinstall putting out Roy Osbourne's Firebird. Then the two big Corvettes faced each other, and after a particularly hairy burn-out Adrian Yorke showed that the car is a real mover by running an 11.7 s. Unfortunately he red-lit in the process to let Krejcki through. Johnny Johansson Mullen and Bob Oram were the others through the first round, with Oram's Jaguar just beating the bigger Chevelle in the next round with a hole-shot 12.9 s to 12.6 s, Krejcki got by Johansson in the next round with a 13.0 s, then put out Oram's Jag with a terrific 12.1 s to 12.9 s. The Jeep ran a 10.6 s to put out the Rose's game 12.8 s, while Arkinstall fell

Paula Murphy's STP Plymouth Duster was one of the two funny cars that thrilled crowds at the Pod.



to the Mustang of Raghalla with a very close 12.8 s to 12.9 s. This then went out to the Jeep with another 10.6 s, while the lone home contender, and representing America at that, Jim Krejcki, got ready for his almost impossible task in the final. Trying to get an edge, he red lit to a 12.3, leaving the Jeep with an easy 14.8 s for the win.

In Pro-Stock, the field was made up to four at long last, although Pete Crane didn't after all make it when his new engine lost oil pressure during a running in session on Friday. The fourth car was the Stone's Chevy Escort, first of the controversial English bodied cars to make it on to the strips. But it was very well turned out as usual and ran a 12.4 s at the second attempt, so will obviously be a top contender soon. Third was Tony Dickson on 11.77 s, second Kevin Pilling with an 11.65 s after having the crankshaft damper come apart on the first run and go right through a front tyre and out the other. He stopped the car without hitting anything, leaving Gary at No 1 with an 11.1 s. This he improved to 10.67 s, the fastest ever Pro-Stock, run against Tony Dickson in the first round. Kevin shut down Gerry Andrews in the Escort with an 11.4 s to 13.77 s. Now regular finalists, the two faced each other after some more fine burn-outs with Gary's car misfiring slightly but still getting away to a 10.9 s to Kevin's 11.1 s.

With so many other eliminations packed with action, it's hard to mention them all, but good times came from Ed Shaver in the bodiless funny at 8.89 s, though the win went to Ray Hoare again after he had crossed the line on a rather exciting run. John Whitmore, apart from winning Senior with the amazing 1300 cc car, also ran an incredible 151 mph in a special attempt at the 150 mark. Dave Stone again took Top Comp easily with an 8.6 s. The Swedish Capri funny looked good with a 9.0 s in qualifying, but lost the automatic gearbox on its second run and puffed out Freddie Whittle also had mechanical trouble that kept him out of the winner's circle.

By Sunday a huge crowd had gathered to see the further runs of the two funnies, and once again they stole the day with their runs. With a totally different engine note coming from the enclosed motors, the sound of the two cars with some 3,600 horsepower between them was unbelievable. Jack Bynum, Paula Murphy's mechanic, signalled them both off together for a sensational side-by-side burn-out that went on and on until not only the strip but the grandstand had disappeared from view. Backing up to stage through the smoke, the cheers of the crowd could be heard even above them, and then on the green they were gone, Schumaker lifting the front of the track but still pouring it on and thundering up the strip to a 7.2 s at 202 mph, Paula was close with a 7.82 s.

So big was the applause when they towed back down that Schumaker elected to do a fire burn out when the car had cooled down. After suitable precautions had been taken some petrol was put down behind him. As he reversed into it, up it went. The car came boiling out of this, flames and smoke again billowing out from behind. When everyone thought he would shut down he turned the car round like it was a rally Escort and stabbed the throttle to send it leaping back to the start, the incredible torque tossing the car around like a toy. He then did another burn-out, turned round, stabbed it again and finally shut off. If ever a man became a hero overnight, it was Don Schumaker.

CLASS WINNERS: D. Priddle 7.08 s 200.51 mph. R. Krejcki 10.6 s 159.49 mph. J. Whitmore 10.67 s 140.84 mph. G. Oram 11.77 s 131.84 s 11.37 mph. D. Pilling 12.41 s 106.04 mph. D. Stone 8.64 s 169.49 mph. T. Johansson 11.9 s 135.50 mph. R. Bith 12.26 s 117.65 mph. C. Cor 12.1 s 165.3 mph. G. Gugg 12.94 s 126.93 mph. S. Erickson 14.52 s 73.15 mph. G. Jara 13.42 s 94.16 mph. D. Whitman 14.20 s 95.43 mph. R. Ta 13.6 s 83.96 mph. D. Ho King 14.26 s 140.85 mph. D. A. 14.7 s 142.05 mph. B. Loecker 14.78 s 129.53 mph. P. Eastbury 14.05 s 90.50 mph.



## BRANDS HATCH

### Minis make the day

After the tourists of Britain had headed back to the West Country following a morning's fun at Brands Hatch, Rochester Motor Club were responsible for an enjoyable clubmen's meeting last Sunday afternoon. Highlights of the car racing included a first-class dice for the Kent Messenger saloon car challenge which went to Terry Attoe, and another win for Bob Arnott and his FF Merlyn, this time in the Townsend Thoresen final. The meeting, run in glorious sunshine, ended on a memorable note too, Val Muscett, living up to his stunt man reputation, lost a wheel of his Mexico at Kidney while competing in the ShellSport Celebrity race. The car must have rolled half a dozen times, and although the driver was unhurt it shortened the day's racing by three laps.

The first 12-lap heat to sort out competitors for the Townsend Thoresen final was led initially by Bob Arnott's Merlyn. But he was having to work hard to stay ahead of Richard Morgan, who on the fourth lap took his Ray around the outside of the Merlyn in a daring manoeuvre at Paddock Bend. He succeeded too, and drew away to a 4 s win over Arnott. Pole position man Rob Wicken spent a couple of laps getting by Frank Bradley's Bradley (née Merlyn Mk 17) but was only some 1½ s in arrears of Arnott at the flag.

Not keen to be left out of the final, a spirited group formed to contest fifth place behind Bradley. It eventually went in the order Rod Smith (Hawke), Allan Hebb (PAC), the Avenue Records Hawke of Frank Blanchard, Vernon Saunders' Titan and the Royale of David Barden.

The second FF heat was much more of a one-way thing. Pole position man Frank Hopper (Royale RPI6) simply drove away from everyone else to win by 17 s. The rest were headed by Wil Arif (Merlyn Mk 17) who with only a couple of laps to go managed to get the better of Mike Siretti's Jet Gaz Jamun. Having been deprived of second, Siretti then dropped back to fourth just behind teammate Ken Pickering in a similar car. Brian Songhurst's Royale was never far behind in fifth, but there was then quite a gap to sixth man Paul Sleeman in the Crossie.

The 15-lap Formula Ford final seemed destined to go the way of one of the heats when Hopper seized an early lead. But he hadn't reckoned on Arnott, who tucked in behind and shadowed the Royale's every move for four laps. Then Arnott slipped by and away, Hopper maintaining station despite the

close attentions of Wicken and Morgan.

The first lap at Paddock Bend, always a heart-stopping moment, was the scene of further casualties. The cars to suffer this week against the metal barriers were Bradley's (badly) and Arif's (just driveable). Siretti's car got an oil pipe knocked off and retired at the pits but Hebb and Smith pluckily carried on to finish last and second from last, having lost a whole lap in the mêlée.

After Arnott, Hopper, Wicken and Morgan came Songhurst and Barden, separated by 0.4 s at the end and by never much more during the whole race. Saunders' Titan was with them much of the way, followed by Len Fletcher (Merlyn) and Sleeman who finished less than half a second apart in eighth and ninth.

Despite the non-starters—over 50 per cent of the entry—the Kent Messenger 1-litre saloon car race was a club classic. During the whole race there was little more than a second between the five cars dicing for the lead—the Minis of Terry Attoe, Tony Apcar, Phil Spurling, John Schneider and John Walsh. These five, weaving, sliding, pushing in terrifying unison, completely left the remainder, headed by Colin Craven's Hillman Imp.

Apcar fractionally led for the opening five laps, but on the sixth while in second position Walsh over-cooked it coming out of Druids. His Mini's suspension was bent against the barriers, but the four left carried on at unabated pace. Schneider had a go up front but was soon demoted by Apcar. Then on the final lap Attoe came forward, nosed into the inside at Paddock to lead and seemingly drew away with ease. He took the chequered flag 0.8 s ahead of Apcar and Spurling while Schneider was only 0.2 s behind.

Winner of the abbreviated ShellSport Mexico race was Phil Spurling from the third row. The initial leader Richard Morgan, was pushed back to second at about the time Val Muscett's car lost its wheel on the fifth lap. Over and over it went, and when the red flags came out two laps later Mini heroes Attoe and Apcar were third and fourth and FF ace Arnott, up from the back row, fifth.

### RICHARD FEAST

Formula Ford heat 1 (12 laps): 1. Richard Morgan (Ray Vagantone 236 10 m 47.4 s, 82.72 mph), 2. Rob A. Walsh (500 cc V4 Mk 24 10 m 51.4 s, 1.3 mph), 3. John P. M. 74 10 m 54.0 s, 4. Frank Bradley (B 242 8 mph), 5. m 6.2 s, Fastest lap: Morgan, 57.0 s, 84.23 mph.

Kent Messenger saloon car round (30 laps): 1. Terry Attoe (Mini Cooper S 9 m 54.2 s, 73.13 mph), 2. Tony A. Walsh (Mini Cooper S 9 m 55.0 s, 3. Phil Spurling (Mini Cooper S 9 m 55.0 s, 4. John Schneider (Mini Cooper S 9 m 55.0 s, 5. m 55.0 s, 6. m 55.0 s, 7. m 55.0 s, 8. m 55.0 s, 9. m 55.0 s, 10. m 55.0 s, 11. m 55.0 s, 12. m 55.0 s, 13. m 55.0 s, 14. m 55.0 s, 15. m 55.0 s, 16. m 55.0 s, 17. m 55.0 s, 18. m 55.0 s, 19. m 55.0 s, 20. m 55.0 s, 21. m 55.0 s, 22. m 55.0 s, 23. m 55.0 s, 24. m 55.0 s, 25. m 55.0 s, 26. m 55.0 s, 27. m 55.0 s, 28. m 55.0 s, 29. m 55.0 s, 30. m 55.0 s. Fastest lap: Morgan, 57.0 s, 84.23 mph.

### Results confusion at Shenstone

Last Sunday's Castrol/BTRDA Autotest Championship round organised by Shenstone & District CC at Fort Dunlop, Birmingham, started and ended on a sour note and only very provisional results were announced at a late hour. These are being posted to contestants who will have the right to protest within seven days.

Taking the results as they stand at the moment BTD went to Len Gibson, the RAF Squadron Leader, who was in top form to defeat, somewhat surprisingly, Denis Beare, both driving Sprites. Gibson returned a time of 515.9 s to pip Beare by just under three seconds, the lead changing hands late in the day. In fact on the last two tests this was Gibson's first BTD of the year and, if confirmed, will move him up substantially in the class in the BTRDA Championship. Gibson and Beare were in a class on their own throughout the day and finished up comfortably ahead of M. Halliday who was third in another Sprite. Trevor Smith, current championship leader, was due to have started but struck engine trouble mid-week.

In class I John Larkin and Phil Darbyshire had another of their nail biting struggles. Initially Larkin (Cooper S) held sway over Darbyshire's Clubman GT, but Darbyshire collected himself and went ahead after the ninth test only to throw the whole effort away with a false start on the penultimate test which relegated him to fourth spot. Larkin won on 538.9 s who was just over 10 s quicker than Peter Balance in his Clubman GT while J. Taylor was only 4 s away in third.

The smaller capacity sports and Minis class produced an untroubled win for Ray Webb's 998 Sprite in 553.9 s, nearly 18 s ahead of David Tearle's Mini with M. Clark's Cooper a distant third. The three entrants in the next class ended up with Doc Knight's Fiat 128 miles ahead—by some 38 s—of J. Gilbert's Austin 1300 GT though at halfway Gilbert had been in the lead, C. V. Price brought up the rear in his Austin 1100.

The closest class battle saw Tony Hunt have only 6 s in hand over S. Jewell's Lotus Super Seven, the Mexico completing the course in 563.8 s. Cecil Dickson's 1300 VW was third in 614.4 s.

The early problem concerned the organisers decision to put all cars with LSD into the specials class in order to give purely club members an equal chance of gaining an award. Following representations, it was agreed reclassification should occur, but the first results did not apparently take this point in consideration. It is probable two sets of results will be posted, one to allow competitors in the BTRDA, RAC and AMMC championships to collect points according to their positions and the other according to the club's original classification.

BTD: 1. Gibson (Sprite 515.9 s, Class winner), 2. Larkin (Cooper S 538.9 s), 3. Beare (Sprite 518.2 s), 4. Webb (Sprite 539.9 s), 5. D. Knight (Fiat 128) 578.9 s, 6. Hunt (Mexico) 563.8 s, 7. Ladime (Mini P Lyman (Midget) 609.5 s.

The leading trio of Formula Atlantic Marches of Geoff Friawell, Colin Vandervell and David Purley battle it out at Oulton Park last Saturday. John Nicholson, in the Pinch car, won.







Chris Meek took both special saloon and libre victories, seen here overtaking the GI Mokevich of Terry Delahunty

## LONGRIDGE

# Small grids spoil racing

The Lancashire Auto Club organised race meeting at Longridge on Sunday suffered badly from small grids, and more noticeably from a lack of close racing and the crowd was smaller, lacking the enthusiasm shown by those present in April. The LAC has the enthusiasm, but the limit of six starters in a race is a definite handicap. Longridge thrives on wheel-to-wheel racing, which was provided by the F750 and Modsports cars, but 3 car grids just don't add up to a race!

The Raffle Mk 3 of John Raffle won the first race of the day, the combined Clubmans and GT race, after being shadowed by the Elva hillclimb car of Mike Utley who was having his first race for nearly nine years. Utley had to retire after 20 laps with his water and oil overheating, allowing the Mallock U2 of J. Morgan to finish second ahead of the sponsor of Dave Edge. Mike Green's Lotus finished fourth with broken engine mounts after a push start on the grid.

Ralph Bryan's ex Broadspeed Escort GT kept pace with Chris Meek's Princess. Its sponsored Escort BDA for the first few laps before the Leeds man shot away to a new outright record of 25.4. This beat the previous record held by Brian Murphy's "E"-Type Jaguar, but more of that later. Bryan ran a lovely second, with Ken Hardy following into third in his first ever race. Final finisher was the brand new Mokevich Gpl car of Terry Delahunty, complete with squealing tyres and rolling body! Delahunty plans to compete in the Castrol & Britax championships with it this year.

The organisers decided against lumping all the Formula Fordsters into one race and instead two heats and a final were served up. Local man John Kent had little difficulty in winning the first heat, although the Royale of Peter White tried some late braking at Quarry in an effort to catch him. White took fastest lap at 26.6 sec for his trouble. Judging by the oilsmoke from the Formula Ford cars Longridge presents problems in the guise of oilsurge on the tight corners. Three cars came to the line for the second heat and once into the lead, after a push start, John Griffiths' Merlyn just strolled as he pleased to the chequered flag. Danny Tucker swerved to avoid the misfiring Lotus of George Emmett of Weighbridge on lap 2, and then spun himself at the same place on lap 10. Emmett took third after spinning at Quarry when he hit a loose patch of tarmac.

The Modsports race was probably the day's best as Richard Storey's Midget led a snarling pack (7) of four into Quarry on lap one. The "nearly" MGB of David Ham, after trying to spin on lap two, put on a fine

display of how not to win races by spinning no less than four times at Weighbridge corner! While this went on the Mini-Jem of Ian Hall was carving through the field and caught Storey's car on lap 12. The next lap the Midget spun and nearly clouted the Jem at Quarry as it took the lead. The final few laps ran out with the Jem being followed this way and that by that "sideways" MGB of fourth man Ham, a lap down.

After a 10 minute break and a demonstration of FI power from John McCartney's hill climbing BRM P153C, and a demonstration of Fords from the meeting's sponsors, the first of the two formula libre races began. John Kent, with a win under his belt already, made it two by beating the Mallock U2 of Morgan and Eddie Biane's Crossle. Kent really rubbed it in by lapping both men in Longridge's first ever formula libre thrash.

The sight of Brian Jones' Imp being flung round the quarry in chase of Martin Ollerenshaw's Cooper "S" was the brightest spot in a three car race, in which only two finished after Gerry Taylor's Swish Anglia non-started from pole position. The Sheffield builder's fastest lap of 29 sec was only 2 tenths slower than the record set by Taylor in April.

The final of the Formula Ford races would have given John Kent's Royale its hat-trick, but he spun on lap 12 at Quarry allowing Roger White's Palliser into the lead. Kent failed to catch up the lost ground finishing second. Stringer's Crossle was third followed by J Griffiths' Merlyn and Tucker's purple Lotus 61M.

The over 2000 cc Modsports race was made into a challenge match between the new outright recordholder Chris Meek, and former holder Brian Murphy. David Ham's hairy MGB and the Escort 1300 of Bryan's were also allowed in to fill up the grid. With Meek at the back and Murphy at the front it was only a matter of time. Murphy's large "E" type did not have the handling of the "Royal" Escort, and Meek left Murphy, equalling his new record in the process. Bryan retired with a broken differential on the second lap, and the MGB retired with the bodywork fouling the right front tyre.

Final race of the day was a stormer as the F750 cars of Dave Roberts and Tim Green swapped places continually throughout the 25 laps. Roberts finally got the verdict by two-tenths of a second with a concerted last lap effort. Green was second, Roger Hill's Mystic third, and the terribly slow Polygon of F Smith fourth.

MIKE GODFREY

Sports Cars (25 laps)		J. Raffle	Raffle Mk 3	1
1. m 49.2 s 54.80 mph		J. Morgan	Mallock U2	2
2. m 51.2 s 51.0 mph		D. Edge	Mallock U2	3
3. m 51.2 s 51.0 mph		D. Edge	Mallock U2	4
4. m 51.2 s 51.0 mph		D. Edge	Mallock U2	5
5. m 51.2 s 51.0 mph		D. Edge	Mallock U2	6
6. m 51.2 s 51.0 mph		D. Edge	Mallock U2	7
7. m 51.2 s 51.0 mph		D. Edge	Mallock U2	8
8. m 51.2 s 51.0 mph		D. Edge	Mallock U2	9
9. m 51.2 s 51.0 mph		D. Edge	Mallock U2	10
10. m 51.2 s 51.0 mph		D. Edge	Mallock U2	11
11. m 51.2 s 51.0 mph		D. Edge	Mallock U2	12
12. m 51.2 s 51.0 mph		D. Edge	Mallock U2	13
13. m 51.2 s 51.0 mph		D. Edge	Mallock U2	14
14. m 51.2 s 51.0 mph		D. Edge	Mallock U2	15
15. m 51.2 s 51.0 mph		D. Edge	Mallock U2	16
16. m 51.2 s 51.0 mph		D. Edge	Mallock U2	17
17. m 51.2 s 51.0 mph		D. Edge	Mallock U2	18
18. m 51.2 s 51.0 mph		D. Edge	Mallock U2	19
19. m 51.2 s 51.0 mph		D. Edge	Mallock U2	20
20. m 51.2 s 51.0 mph		D. Edge	Mallock U2	21
21. m 51.2 s 51.0 mph		D. Edge	Mallock U2	22
22. m 51.2 s 51.0 mph		D. Edge	Mallock U2	23
23. m 51.2 s 51.0 mph		D. Edge	Mallock U2	24
24. m 51.2 s 51.0 mph		D. Edge	Mallock U2	25
25. m 51.2 s 51.0 mph		D. Edge	Mallock U2	26
26. m 51.2 s 51.0 mph		D. Edge	Mallock U2	27
27. m 51.2 s 51.0 mph		D. Edge	Mallock U2	28
28. m 51.2 s 51.0 mph		D. Edge	Mallock U2	29
29. m 51.2 s 51.0 mph		D. Edge	Mallock U2	30
30. m 51.2 s 51.0 mph		D. Edge	Mallock U2	31
31. m 51.2 s 51.0 mph		D. Edge	Mallock U2	32
32. m 51.2 s 51.0 mph		D. Edge	Mallock U2	33
33. m 51.2 s 51.0 mph		D. Edge	Mallock U2	34
34. m 51.2 s 51.0 mph		D. Edge	Mallock U2	35
35. m 51.2 s 51.0 mph		D. Edge	Mallock U2	36
36. m 51.2 s 51.0 mph		D. Edge	Mallock U2	37
37. m 51.2 s 51.0 mph		D. Edge	Mallock U2	38
38. m 51.2 s 51.0 mph		D. Edge	Mallock U2	39
39. m 51.2 s 51.0 mph		D. Edge	Mallock U2	40
40. m 51.2 s 51.0 mph		D. Edge	Mallock U2	41
41. m 51.2 s 51.0 mph		D. Edge	Mallock U2	42
42. m 51.2 s 51.0 mph		D. Edge	Mallock U2	43
43. m 51.2 s 51.0 mph		D. Edge	Mallock U2	44
44. m 51.2 s 51.0 mph		D. Edge	Mallock U2	45
45. m 51.2 s 51.0 mph		D. Edge	Mallock U2	46
46. m 51.2 s 51.0 mph		D. Edge	Mallock U2	47
47. m 51.2 s 51.0 mph		D. Edge	Mallock U2	48
48. m 51.2 s 51.0 mph		D. Edge	Mallock U2	49
49. m 51.2 s 51.0 mph		D. Edge	Mallock U2	50
50. m 51.2 s 51.0 mph		D. Edge	Mallock U2	51
51. m 51.2 s 51.0 mph		D. Edge	Mallock U2	52
52. m 51.2 s 51.0 mph		D. Edge	Mallock U2	53
53. m 51.2 s 51.0 mph		D. Edge	Mallock U2	54
54. m 51.2 s 51.0 mph		D. Edge	Mallock U2	55
55. m 51.2 s 51.0 mph		D. Edge	Mallock U2	56
56. m 51.2 s 51.0 mph		D. Edge	Mallock U2	57
57. m 51.2 s 51.0 mph		D. Edge	Mallock U2	58
58. m 51.2 s 51.0 mph		D. Edge	Mallock U2	59
59. m 51.2 s 51.0 mph		D. Edge	Mallock U2	60
60. m 51.2 s 51.0 mph		D. Edge	Mallock U2	61
61. m 51.2 s 51.0 mph		D. Edge	Mallock U2	62
62. m 51.2 s 51.0 mph		D. Edge	Mallock U2	63
63. m 51.2 s 51.0 mph		D. Edge	Mallock U2	64
64. m 51.2 s 51.0 mph		D. Edge	Mallock U2	65
65. m 51.2 s 51.0 mph		D. Edge	Mallock U2	66
66. m 51.2 s 51.0 mph		D. Edge	Mallock U2	67
67. m 51.2 s 51.0 mph		D. Edge	Mallock U2	68
68. m 51.2 s 51.0 mph		D. Edge	Mallock U2	69
69. m 51.2 s 51.0 mph		D. Edge	Mallock U2	70
70. m 51.2 s 51.0 mph		D. Edge	Mallock U2	71
71. m 51.2 s 51.0 mph		D. Edge	Mallock U2	72
72. m 51.2 s 51.0 mph		D. Edge	Mallock U2	73
73. m 51.2 s 51.0 mph		D. Edge	Mallock U2	74
74. m 51.2 s 51.0 mph		D. Edge	Mallock U2	75
75. m 51.2 s 51.0 mph		D. Edge	Mallock U2	76
76. m 51.2 s 51.0 mph		D. Edge	Mallock U2	77
77. m 51.2 s 51.0 mph		D. Edge	Mallock U2	78
78. m 51.2 s 51.0 mph		D. Edge	Mallock U2	79
79. m 51.2 s 51.0 mph		D. Edge	Mallock U2	80
80. m 51.2 s 51.0 mph		D. Edge	Mallock U2	81
81. m 51.2 s 51.0 mph		D. Edge	Mallock U2	82
82. m 51.2 s 51.0 mph		D. Edge	Mallock U2	83
83. m 51.2 s 51.0 mph		D. Edge	Mallock U2	84
84. m 51.2 s 51.0 mph		D. Edge	Mallock U2	85
85. m 51.2 s 51.0 mph		D. Edge	Mallock U2	86
86. m 51.2 s 51.0 mph		D. Edge	Mallock U2	87
87. m 51.2 s 51.0 mph		D. Edge	Mallock U2	88
88. m 51.2 s 51.0 mph		D. Edge	Mallock U2	89
89. m 51.2 s 51.0 mph		D. Edge	Mallock U2	90
90. m 51.2 s 51.0 mph		D. Edge	Mallock U2	91
91. m 51.2 s 51.0 mph		D. Edge	Mallock U2	92
92. m 51.2 s 51.0 mph		D. Edge	Mallock U2	93
93. m 51.2 s 51.0 mph		D. Edge	Mallock U2	94
94. m 51.2 s 51.0 mph		D. Edge	Mallock U2	95
95. m 51.2 s 51.0 mph		D. Edge	Mallock U2	96
96. m 51.2 s 51.0 mph		D. Edge	Mallock U2	97
97. m 51.2 s 51.0 mph		D. Edge	Mallock U2	98
98. m 51.2 s 51.0 mph		D. Edge	Mallock U2	99
99. m 51.2 s 51.0 mph		D. Edge	Mallock U2	100

## SILVERSTONE

# Readey's St John Horsfall victory

Before the influx of the Avon Motor Tour of Britain contenders, the AMTC organised their annual St John Horsfall Trophy meeting which attracted its usual collection of Austons, Jaguars and vintage and venerable motor cars to do battle in a series of nine races. The lustre of previous years seemed to be lacking as many races featured cars which had been seen a number of times throughout the afternoon which was great for the drivers but not so for the spectators. One does expect a better variety at a meeting which is advertised beforehand in both national and local press.

The weather remained bright and sunny and Neil Corner and Colin Readey took a brace of wins apiece in their Aston Martin DBR4 and Riley TT Sprite respectively. Other notable victories went to Mike Salmon who won the Aston Martin versus Jaguar race in Viscount Downe's Aston P212, John Harper who used John "Metal" Pearson's Jaguar XK120 to win the Spreckley race and Anthony Hutton ("Miraged" GT40) in the Cussons Trophy race.

The meeting opened with the Holland Trophy for HSCC cars and was a Lotus benefit with Chris Renwick (Lotus 15) fending off an early challenge from Ken Rogers (Mk 10) to win by 5.4 s at the finish. The best dice was for third place between the two Lotus Bristols with Chris Drake just beating Peter Van Rossem. Lotus' domination was made complete by Mike Offley's fifth place in the Mk 11 car he shares with Terry Harrison. John Harper in Paul Skilleter's road going Jaguar XK120 pulled through the field well from the 10 s penalty to claim sixth place.

Glyn Glustl couldn't have tried harder to beat Colin Readey in the St John Horsfall Trophy race. At every corner, Glustl chucked the MGB enthusiastically sideways in an effort to get on terms. Readey was able to pull out down the straight but the Riley's superior top speed was the deciding factor and the MG had to be content with a close second. David Barber (Jaguar SS100) had been in touch with these two throughout but spluttered into retirement on the last lap leaving third place to Peter Cranage (MG NE Midget).

The 15 lap historic car race looked as if it would be the most exciting of the afternoon with Charles Lucas on pole in the Hesketh Racing Maserati T61 and Neil Corner (Aston Martin DBR4) alongside. Lucas led away but only lasted until Beckatts when the engine



## Sports extra

**SILVERSTONE—continued**

blew up, leaving Corner to pull away. This he proceeded to do until the seventh lap when he fell into the clutches of Mike Salmon and John Roberts, who had carved his way through from the 10 s penalty in the ex-Bill Wilks Lotus 16. Corner's problem was fuel surge causing starvation in corners. For a few laps Roberts went ahead but towards the end Corner sorted things out enough to power past and win with Salmon now a distant third ahead of David Piper (who was making a racing comeback following the Le Mans accident three years ago) in an AC Cobra. The judges made a nonsense by penalising Corner for a pushed start, then a jumped start before climbing down and apologising. Roberts was awarded the KMS Driver of the Day for his sterling drive.

208 Radio Luxembourg sponsored a race for Vintage and Venerable (PVT) cars which provided a win for Peter Morley's under steering Bentley Pacey Haxson from a hard charging Glyn Gwilt who put in another fine drive in his MG. Mike Salmon seems to be really enjoying his drives in P212 and scorched away to a fine win in the Aston versus Jaguar race from Nick Cussons (DB4GT) and Willie Eckerslyke (Jaguar D type). John Pearson did well for Jags to take fourth in his well driven XK120 which must cover more racing miles round Silverstone than any other car nowadays.

It was Pearson's car which ran away with the Spreckley Thoroughbred race after the addition of water on the grid with John Harper at the helm this time. Richard Williams' DB4 finished second on the road but suffered a 1 m penalty which allowed Reg Woodcock's well known TR3 into second place. Andy Garlick's Morgan +4 would have been a close third but he expired on the last lap leaving the place to Derek Allanson's torty Squealey 3000, which was lucky to pass Jerry Trace's Elva Courier on the last lap when Trace lost all his gears.

Nail Corner would normally have had no trouble winning the Aston Martin race as his was the only single seater entered. However, his fuel starvation kept his position fluctuating although he managed a few good laps at the end to win. Nick Cussons just managed to beat Mike Salmon for second place but after the race these two continued in a disgraceful display at racing speeds for two laps (including crashing into another car) until race marshals flagged them down. Two lesser known drivers behaving in this way would have their licences taken away.

The Monte Cristo Trophy for Historic Racing Cars suffered a rather depleted field and Colin Readey took his second win this time from Guv Smith (Frazer Nash) and Peter Morley (Pacey Hassan). A fine dice for fourth place was resolved in favour of Mike Glass (ERA) from the battling MGs of Glyn Grust and Peter Cunnage.

The Customs Sports GT race was to close the day and Anthony Hutton's carefully driven and immaculate Mirage took the lead from Mike Salmon on lap three to edge away

● Hill record holder Mike MacDowel set BTJ at the Sunday meeting of the two day Shelsley Walsh event last week and when the Saturday event was a combined event with the Vintage Sports Car Club. MacDowel got down to 28.09 s to pip Tony Griffiths (K dderminster Motors Brabham-Ford) and Chris Cramer (Grunballe Lager Special March) who tied for second on 29.46 s. The previous day Cramer had completed a good week end by recording 30.16 s for BTJ to pip Reg Phillips (Chevron B19), by more than 1½ s.

Duckham sponsored the two-day event with the Vintage people providing the majority of the 88 contestants for Saturday's event. The following day some 90 competitors took part and several class records were established in ideal conditions. In the majority of cases those who took part on both days benefited by the additional practice and in

and win—Hutton was taking no chances in this unique car Nick Cussons snatched third place in his "own" race from James Mehew's very attractive Iso Grifo Bizzarini with Lord Cross a game fifth in his Cobra

**PETER RICHINGS**

Holland Trophy MCCC Cars (10 aps) Over 1000 cc  
H. H. Sports up to 2000 cc 1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th  
B. B. 1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th

Holland Road Sports near 2000 cc 1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th  
H. H. Sports 1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th

Holland Road Sports 1601-2000 cc 1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th  
H. H. Sports 1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th

Holland Road Sports up to 1600 cc 1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th  
H. H. Sports 1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th

S. John Morris Trophy 10 laps 1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th  
S. John Morris 1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th

Aiken Martin Historic Race (15 laps) 1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th  
A. A. Martin 1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th

Over 3000 cc 1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th  
Over 3000 cc 1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th

2001-2000 cc 1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th  
2001-2000 cc 1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th

Up to 2000 cc 1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th  
Up to 2000 cc 1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th

2000-1600 cc 1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th  
2000-1600 cc 1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th

AMOC & JDC Challenge 10 aps 1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th  
AMOC & JDC Challenge 1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th

Challenge Streaky Thoroughbred Sports Cars 10 aps 1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th  
Challenge Streaky Thoroughbred Sports Cars 1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th

Over 3000 cc 1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th  
Over 3000 cc 1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th

3000-2000 cc 1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th  
3000-2000 cc 1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th

Aiken Martins (10 laps) 1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th  
Aiken Martins 1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th

Martin Castle Trophy VSCC Cars (10 aps) 1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th  
Martin Castle Trophy 1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th

Cussons Trophy Sports GT Cars (10 laps) 1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th  
Cussons Trophy 1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th

Over 2000 cc 1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th  
Over 2000 cc 1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th

Post 1944 Rear Engined GT 1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th  
Post 1944 Rear Engined GT 1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th

several cases improvements of more than a second occurred.

Raymond Mays, revisiting the hill where he gained most of his pre-war and post-war successes, opened Saturday's event by driving up in C. P. Rogers' AC Magna Specia.

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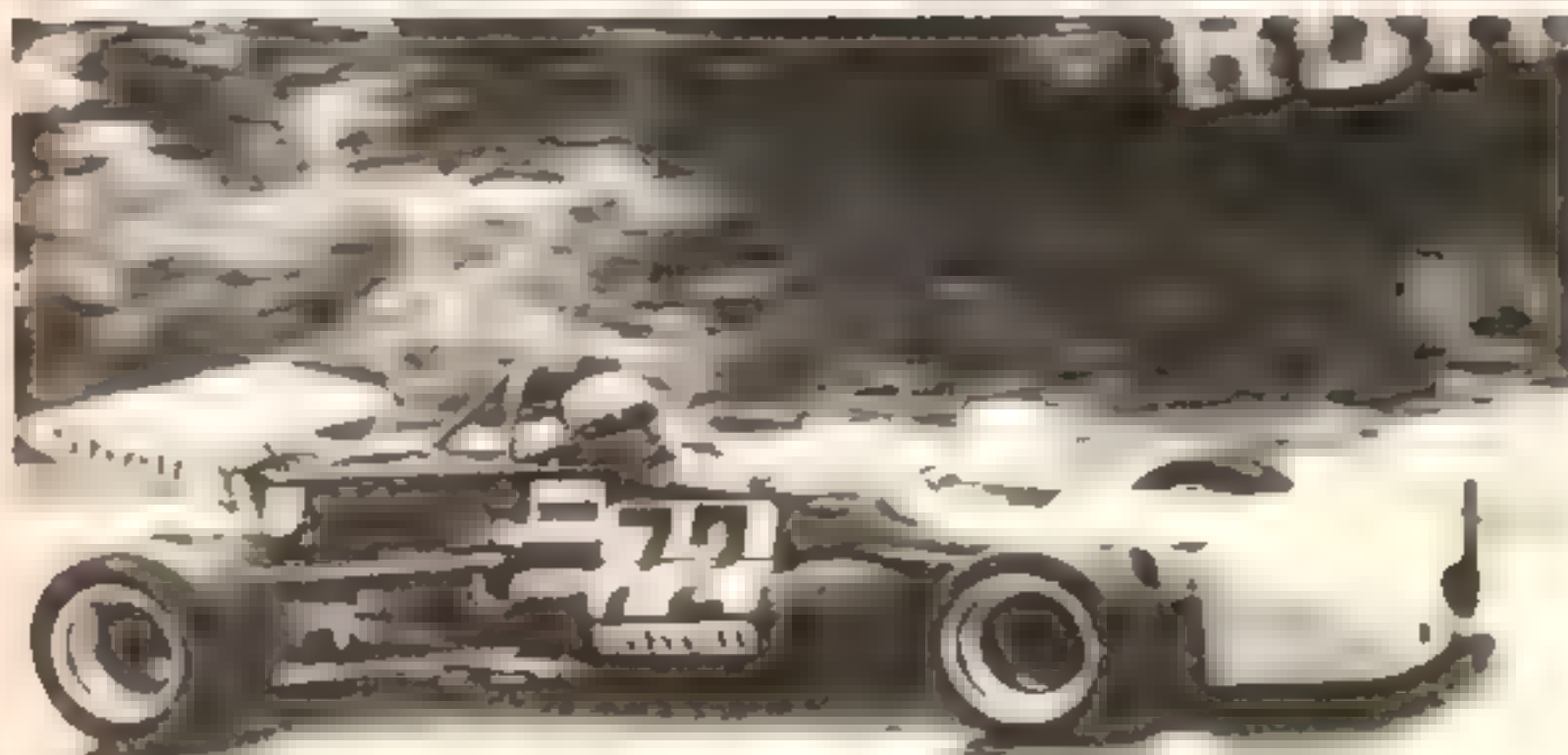
## SNETTERTON RESULTS



F3 winner Jan Taylor leads Masami Kuwamura

[illegible]





Ian McLaren takes his Brabham BT36 to BTD at Fintray

## FINTRAY

# McLaren sets BTD again

Despite it being dull for practice, the Rothmans-sponsored Fintray House hillclimb, organised by the Aberdeen DMC, was graced with excellent weather for the afternoon's competition runs. This and the fact that it is a counter for the Esso-Union Scottish Hillclimb championship, attracted a good crowd to watch the varied entry pit their skill against the clock. The result was almost as the previous events, spice being added by several reversals of normal class placings.

Richard Courtney in his Vixen VBI outdrove Doug Thomson in the Ecoase Imp, then Mike Bonar did likewise to his season-long Elan rival, Duncan Hall. Barrogl Angus was "psyched" from his class position by the no quarter time shared battle between the slick shnd Imps of Bill Donald and Duncan Fisher. Ian McLaren broke no nonsense from circuit racer Bob Leckie whose ex-Eddie Regan Brabham FVC BT38 proved a potent machine. But it was no match for the experience of two-times Scottish hill champion, who also lowered his own class record in the process.

The meeting was led off by the road class saloons, providing Norrie Galbraith with another victory in his LEC Motors Imp, now sporting a new engine after his Harewood disaster. Fortunately for Galbraith second man Duncan Laing in his Mini did not better 38.46 s—as the Imp succumbed to clutch bothers. Local hero Martin Jeffrey, also Mini mounted, took third place. Doune commentator Chris McGuigan beat by one second his newly acquired wife, Joanna, before taking the escape road to spoil his next climb. Hugh Chalmers again showed his worth in the Avenger GT, heading the over 13-litre section from local George Robinson with his well-driven R41600 Escort, and the effervescent Capri 3000 of Jim Ingleby who neatly removed several sunken tyre markers.

The dust really flew with the special saloons, led off by the Shannon Imp of Peter Chamberlain (35.40 s), only to be relegated by Bill Donald taking his Imp up in 34.85 s. This time was equalled second time round by Duncan Fisher, as championship class leader Barrogl Angus improved to 35.28 s, good enough for third place. To satisfy the Rothmans awards a tie-deciding climb was

won by Fisher whose ex-Logan Morrison Fraser Imp appeared to sit on the road better in 34.63 s. Despite Donald improving to 34.77 s, Bob Leckie just failed to get a placing with his Chamois Coupé which at present holds the class record.

It looked as if Tom Christie's longstanding 14.10 s saloon record might go as first Jim

Dryden hustled his Longman 1.3 Mini up in 34.31 s. Then Jimmy Veitch did a tidy 34.17 s, in his 1.3 Mini which is now destined to acquire a Ford power unit. Robin Kinnear was as usual good spectator value in his Escort TC but his time earned him third place, ahead of Bob Smith and fellow Mini man Ricky Gauld.

Bob Hendry (1.3 MG Midget) was fastest of but four Modsports up to 1300 cc, but it was Mike Bonar who turned the tables on Duncan Hall in their Elans to lead the over 1.3 litre section. Jamie Gibbon forced his 3.8-engined Jaguar XK 120 up in third spot, subduing even the mighty Cobra driven by Jim Ingleby.

The single-seaters were led off by Harvey McCaig in the little Vixen VBI, but it was the neat lines taken by Richard Courtney in the same car that took this up to 1100 cc group and fifth BTD from class leader Doug Thomson (Ecoase Imp). Charles Munro in the VB5 version was next up ahead of Geoff Deakin who spoilt his second climb taking his Alexis Mk 15 18 up the banking at Ruin Corner. The up to 1600 cc section was a Mickel benefit, both going extremely well on this hill. Gray held the advantage against the Formula Fords of Bill Smith, sharing with Bill Leith in their Lotus 24, and Bryan Ames in his short-nosed Lotus 51.

George Tatham had brought his Brabham sports car north but this was no match for the BT38s of Ian McLaren and the 1910 FVC-engined car of Bob Leckie, the latter's tell tale at over 10,500 rpm in his hectic chase to take the honours at his local hill. But it was all in vain as McLaren looks set to take his third title on his present form.

Class	Driver	Time
1	McLaren	34.17
2	Veitch	34.31
3	Dryden	34.85
4	Deakin	35.28
5	Donald	35.40
6	Fisher	35.46
7	Chamberlain	35.40
8	Jeffrey	35.46
9	Robinson	35.46
10	Galbraith	35.46
11	Leckie	35.46
12	Ames	35.46
13	Gray	35.46
14	Smith	35.46
15	Leith	35.46
16	Harrold	35.46
17	Northall	35.46
18	Dowson	35.46
19	Harrold	35.46
20	Northall	35.46
21	Dowson	35.46
22	Harrold	35.46
23	Northall	35.46
24	Dowson	35.46
25	Harrold	35.46
26	Northall	35.46
27	Dowson	35.46
28	Harrold	35.46
29	Northall	35.46
30	Dowson	35.46

# Terry Smith's good Suffolk win in Castrol round

The Castrol BT&RDA Autocross Championship produced yet another new BTD man when the 12th round was organised by West Suffolk MC on an extremely fast 1000 yds course at Hawkedon, near Bury St Edmunds, last Sunday. This time the winner was the Birmingham driver Terry Smith who blew everyone off with an incredible 1 m 14.3 s to take FTD by over two secs and who at times was reaching almost 100 mph on the straights.

With over 100 entries and a good crowd who watched some really fast motoring on a well thought out course, Roger Brunt continued his remorseless domination of the 1000 Mini class. Peter Harrold and Rob Lyall tied for second BTD and Graham Hathaway maintained his unbeaten run in the up to 1300 front-engined category.

Down on numbers compared with recent rounds the standard saloon class produced only seven competitors and with the Porsche 911S absent Martin Barnard had things his own way with the Datsun 240Z, winning by five secs. Barnard also won a special £10 award for best improvement of the day for he bettered his first run by nine secs on his second outing, leaving Mexico men Dave Keevil and M Pettitt trailing.

Nick Garner was given a small fright when Barnard was within half a second on the first runs in the up to 870 Mini class but he asserted himself subsequently and his 1 m 20.2 s was exactly three secs quicker than Barnard whose car had been hastily rebuilt

since the upheaval at Exeter the previous weekend.

The unbeaten run of success of Graham Hathaway looked to be at an end when Tony Merridale's Escort turned in 1 m 18.3 s on the first runs in the up to 1300 FERWD class with the Anglia behind by two tenths of a second. However he put it all together neatly and quickly on the second run and produced a class winning 1 m 17.5 s while Merridale boomed and was left with 1 m 18.3 s which was nearly two secs better than G Wilkinson's Anglia.

The "terrible twins" Roger Dowson and Paul Northall continue to dominate the sports car class and Dowson led all the way to take his fourth class win with the Triumph GT6 beating Northall by four tenths of a second. The pair have now won four rounds each and Dowson's winning time of 1 m 18.6 s was the reward for a smooth first run and the car easily outclassed G Alan's Lotus Elan who came third with a 1 m 23.1 s.

Equally dominant in the rear-engined class was Peter Harrold with his 2.1 litre VW, who despite lacking serious opposition put in a 1 m 16.6 s to be second equal FTD. This was his sixth class win in seven outings. Behind Harrold there was a rare old tussle between Bill Vevers (1200 VW) and the 998 Imp of T King, Vevers getting second by a mere 0.4 s.

Roger Brunt had a real fright before clinching the up to 1600 cc Mini class, the cause of his near heart failure being the flying West Countrywoman Ann Harris. She turned in an



continued from page 55

line models, of which Gerry Johnstone's was the fastest, but then he is Gerry Marshall's chief mechanic and should know one or two simple go-faster tweaks. Mark Cole tried very hard on behalf of the press, finishing behind Johnstone and ahead of Simon Taylor after axle tramp assailed our publisher at Lodge and he rotated behind the man from Hot Car.

The Formula Ford finale was a good race despite the inexperience of most of the competitors. Stuart Lawson's Hawks DL10 led for a lap until Canadian Chris Mudge took over in his ex-Jim Russell Marilyn Mk 20A. Working his way up from fourth came Dave Steedman in his ex-Syd Fox DL9 and, with two laps to go, he passed the Canadian who was still able to hang on to second from a fast-closing Lawson. Pole position occupant Gordon Dalzell lost fourth place when he damaged the radiator of his Hawks DL2B in a grass-cutting moment so this went to Bevan Cobbe's Alexis Mk 15/16B after a close battle with Wally Liles (Lola T204) and John Barker (Lotus 81M).

## IAN TITCHMARSH

**Special Saloons (10 laps)** 1. Chris Mace 1.9.5.3 Export BDE 1.7 m 45.0 s 95.32 mph 2. B. Dwyer 2.2. Vanne 1.8.5.3 1.8 m 28.4 s 3. John Chappell 1.3. Min Cooper 5 1.8 m 38.0 s 4. Denis Welch 1.7 Ford Ang 4 1.8 m 40.4 s

**Over 1600 cc class** 1. Mace 95.33 mph 2. Dwyer 3. Welch 95.21 mph

**1000 cc class** 1. Chappell 87.34 mph 2. Gerry Dwyer 71.9 Min Cooper 3 3. Michael Hamlyn 1.8 Min Cooper 3. Fastest lap Chappell 1 m 51.8 s 88.94 mph

**850 cc class** 1. Mace Bertram 1.0 Ford Ang 4 1.78 mph 2. Peter Carr 1.0 Austin A6 5FA 3. Chris Mudge 1.0 Min Cooper 3 Fastest lap Bertram 2 m 1.0 s 85.25 mph

**Up to 850 cc class** 1. Joe Rude 848 Mk 22.24 mph 2. other drivers Fastest lap David Perry 850 Mk 2 2 m 1.0 s 74.55 mph

**GP Formula Atlantic Championship round (15 laps)** 1. John Hodgson 1.8 m 44.4 s 94.44 mph 2. David Perry 1.6 March LEC 22.2 BDA 2.3 m 34.4 s 3. Ken Bailey 1.6 March LEC 22.2 BDA 2.3 m 37.4 s 4. Gerry Dwyer 1.8 m 40.4 s 5. John Chappell 1.3. Min Cooper 5 1.8 m 38.0 s 6. T. M. Smith 1.8 m 40.7 s 7. M. M. BDA 2.3 m 37.4 s 8. M. M. BDA 2.3 m 37.4 s 9. M. M. BDA 2.3 m 37.4 s 10. M. M. BDA 2.3 m 37.4 s 11. M. M. BDA 2.3 m 37.4 s 12. M. M. BDA 2.3 m 37.4 s 13. M. M. BDA 2.3 m 37.4 s 14. M. M. BDA 2.3 m 37.4 s 15. M. M. BDA 2.3 m 37.4 s



Chaos in the Formula Ford race at Knickerbrook, Oulton Park, last Saturday

**50 cc and 60 cc class** 1. Mace 1.8 m 32.0 s 94.4 mph

**BOC Golden Harvest Formula Ford Championship round (10 laps)** 1. Mace 1.8 m 32.0 s 94.4 mph 2. Dwyer 2.2. Vanne 1.8.5.3 1.8 m 28.4 s 3. John Chappell 1.3. Min Cooper 5 1.8 m 38.0 s 4. Denis Welch 1.7 Ford Ang 4 1.8 m 40.4 s 5. John Chappell 1.3. Min Cooper 5 1.8 m 38.0 s 6. T. M. Smith 1.8 m 40.7 s 7. M. M. BDA 2.3 m 37.4 s 8. M. M. BDA 2.3 m 37.4 s 9. M. M. BDA 2.3 m 37.4 s 10. M. M. BDA 2.3 m 37.4 s 11. M. M. BDA 2.3 m 37.4 s 12. M. M. BDA 2.3 m 37.4 s 13. M. M. BDA 2.3 m 37.4 s 14. M. M. BDA 2.3 m 37.4 s 15. M. M. BDA 2.3 m 37.4 s

**Vauxhall (10 laps)** 1. Mace 1.8 m 32.0 s 94.4 mph 2. Dwyer 2.2. Vanne 1.8.5.3 1.8 m 28.4 s 3. John Chappell 1.3. Min Cooper 5 1.8 m 38.0 s 4. Denis Welch 1.7 Ford Ang 4 1.8 m 40.4 s 5. John Chappell 1.3. Min Cooper 5 1.8 m 38.0 s 6. T. M. Smith 1.8 m 40.7 s 7. M. M. BDA 2.3 m 37.4 s 8. M. M. BDA 2.3 m 37.4 s 9. M. M. BDA 2.3 m 37.4 s 10. M. M. BDA 2.3 m 37.4 s 11. M. M. BDA 2.3 m 37.4 s 12. M. M. BDA 2.3 m 37.4 s 13. M. M. BDA 2.3 m 37.4 s 14. M. M. BDA 2.3 m 37.4 s 15. M. M. BDA 2.3 m 37.4 s

**Group 2 and Special Saloons class** 1. Mace 95.33 mph 2. Dwyer 3. Welch 95.21 mph

**Group 1 class** 1. Mace 95.33 mph 2. Dwyer 3. Welch 95.21 mph

**Formula Ford (10 laps)** 1. Dave Steedman 1.8 m 40.4 s 90.32 mph 2. Chris Mudge 1.8 m 40.4 s 90.32 mph 3. John Chappell 1.3. Min Cooper 5 1.8 m 38.0 s 4. Denis Welch 1.7 Ford Ang 4 1.8 m 40.4 s 5. John Chappell 1.3. Min Cooper 5 1.8 m 38.0 s 6. T. M. Smith 1.8 m 40.7 s 7. M. M. BDA 2.3 m 37.4 s 8. M. M. BDA 2.3 m 37.4 s 9. M. M. BDA 2.3 m 37.4 s 10. M. M. BDA 2.3 m 37.4 s 11. M. M. BDA 2.3 m 37.4 s 12. M. M. BDA 2.3 m 37.4 s 13. M. M. BDA 2.3 m 37.4 s 14. M. M. BDA 2.3 m 37.4 s 15. M. M. BDA 2.3 m 37.4 s

electrifying 1 m 10 s on her first run and Roger was left over three secs adrift. He collected it all together, however, for the second run and dropped in a 1 m 17.5 s to score his eighth win. In the results supplied, Miss Harris was not given second place but was declared winner of the Ladies award. Second place went to D. Stone with 1 m 20.9 s with D. Kirk taking third place just over two secs further away.

The big front engine class was dominated by the big Escorts with R. Cresswell's 1600 model taking the main prize money in 1 m 20.1 s, over one and a half secs ahead of Tony Ford in his 1650 version while John Clarkson, a championship regular, who has had a lean time recently, turned in a 1 m 22.0 secs to take third.

Smith, who had put up a five secs penalty to be nowhere on his first run, had three bites of the cherry before collecting BTD. The first of his second runs came to a halt when he was flagged off because of an obstruction on the course, and after being flagged again on his re-run, he finally got his time at the third attempt. Dave Fuell was comfortably second with his 1400 Mini having more than two and a half secs in hand over R. Talbot's 1300 version with Bruce Rushton's 1293 close at hand.

Rob Lyall collected his Specials class win with little bother from the other six competitors. He took Grotbox round in 1 m 16.6 s to leave the Voodoo Special of R. Turner nearly two secs adrift and with two seconds to add to his win he is starting a late bid to challenge Messrs Judge, Butcher and Watkins who are currently the pace setters.

**BYD** 1. Smith (Mini) 1 m 14.3 s Class winners M. Bader 1.8 m 44.4 s 2. Dwyer 2.2. Vanne 1.8.5.3 1.8 m 28.4 s 3. John Chappell 1.3. Min Cooper 5 1.8 m 38.0 s 4. Denis Welch 1.7 Ford Ang 4 1.8 m 40.4 s 5. John Chappell 1.3. Min Cooper 5 1.8 m 38.0 s 6. T. M. Smith 1.8 m 40.7 s 7. M. M. BDA 2.3 m 37.4 s 8. M. M. BDA 2.3 m 37.4 s 9. M. M. BDA 2.3 m 37.4 s 10. M. M. BDA 2.3 m 37.4 s 11. M. M. BDA 2.3 m 37.4 s 12. M. M. BDA 2.3 m 37.4 s 13. M. M. BDA 2.3 m 37.4 s 14. M. M. BDA 2.3 m 37.4 s 15. M. M. BDA 2.3 m 37.4 s

## Back in action

The BT&RDA Production Car Trial Championship swung back into action last Sunday after the summer lay off when Glossop and Dist handed over the Brentwood Cup to Mike Hinde who won their Uniflo sponsored event at Marple, near Stockport. Bill Moffatt gave the Clan men a sturdy battle finishing only two marks down with the Imp and becomes the new leader of the Championship as Mac Hazlewood non-started his Mexico following an accident to the car on the way to the site.

Forty six competitors turned up for the very dry event but there were no surprises in the classes where the regulars were hard at it in the quest for championship points.

Once again the Clan proved the master in the hands of Hinde who dropped 29 marks on the 35 sections to show everyone a clean pair of heels except the determined Moffatt who, after being five down at the break, closed to within two marks at the finish.

Although Moffatt has now taken the overall lead the outsider who is coming up fast, and has events in hand, is Geoff Spencer, one of the strong Dudley contingent. He scored his fifth win in succession in the FEFWD class with his Mini and has moved into seventh place overall. Spencer led the class with 30 marks dropped at lunch and headed the rest by 11 marks. In the remaining 23 sections he was pegged back to an overall lead of only nine marks, finishing on 65 marks, with John Hodgson (1098 Mini) just getting the better of Austen Rumney by a single mark. Rumney (Clubman GT) had held a one mark advantage at the break and his battle with Hodgson was the closest of the class struggles.

With Hazlewood absent with the Mexico and Mike Stephens also a non-entrant (he's sold his Mexico), the front engine rear wheel drive class was wide open and Dave Slater took his chance with both hands. He put up a really good display with the Anglia and romped home for a total of 58 marks, a huge 31 ahead of Denis Wells (Skoda). Wells had been only eight adrift at lunch but Slater piled on the pressure in the afternoon to paralyse the class. S. Peel (Escort GT) came in third on 119 marks.

There was a tight struggle in the early stages for the sportscar men and only four marks separated the initial leader Brian Betteridge (Sprite) and Mike Harrison's Midget at the break with Don Hobbs (Sprite), sandwiched between them. In the subsequent fray Betteridge pulled away comfortably to score his fourth class win on 80 marks with Hobbs on 94 just holding off Harrison who finished on 97.

While the struggle for the overall leadership was taking place between Hinde and Moffatt, Ray Bradley, in the ex-Hobbs Imp, was having a tough time holding off R. Carr, also in an Imp. Bradley opened up a nine mark gap initially which he maintained to the close. With the matter of the Deltows now resolved D. G. Williamson came along with his machine and won the last class with the loss of 60 marks.

**Overall** M. Hinde 1.8 m 29 marks 95.33 mph 2. Dwyer 2.2. Vanne 1.8.5.3 1.8 m 28.4 s 3. John Chappell 1.3. Min Cooper 5 1.8 m 38.0 s 4. Denis Welch 1.7 Ford Ang 4 1.8 m 40.4 s 5. John Chappell 1.3. Min Cooper 5 1.8 m 38.0 s 6. T. M. Smith 1.8 m 40.7 s 7. M. M. BDA 2.3 m 37.4 s 8. M. M. BDA 2.3 m 37.4 s 9. M. M. BDA 2.3 m 37.4 s 10. M. M. BDA 2.3 m 37.4 s 11. M. M. BDA 2.3 m 37.4 s 12. M. M. BDA 2.3 m 37.4 s 13. M. M. BDA 2.3 m 37.4 s 14. M. M. BDA 2.3 m 37.4 s 15. M. M. BDA 2.3 m 37.4 s

● Mrs Jean Hazlewood from Inkberrow, near Redditch, who with her husband, Malcolm, are regular competitors in the BT&RDA Production Car Trial Championship, had a miraculous escape from serious injury when the family Mexico crashed off the M6 motorway near Keele last Sunday en route to the Glossop event. The Mexico ran down a grass embankment and smashed into a wooden fence with two of the stakes coming through into the car as it came to rest. Jean, who had one of her children asleep in the rear of the car, escaped with bruises and a shaking but the car is a complete write off.

● At the televised long Marston rallypoint this Sunday, Championship leader Tom Airey (Cooper S) has to contend with the Escorts of Chapman, Douglas and Taylor and other Mini exponents are Don Gilham, Dave Preece and Pip Carrotte. Other interesting cars are Rod Badham's Clan Crusader John Bevan's Daf, Griff Griffith's Porsche and there is a very good Group 1 representation. The official timed runs start at 11 am.



## 65



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tric windows. Low mileage. Beautiful car  
£1295

1968 (G) MGC. Fabulous car in special  
yellowstone Wire wheels Overdrive 1  
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1971 Lotus +2S 130 French blue radio,  
tinted glass. Only 22,000 miles ..... £1895

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+25 130 S	Regency	LIST
+25 130 S	Yellow	LIST
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Selection of used cars from stock

+25 130/S 1973	Twin cammetal Mag wheels	
HRW radio 4,000 miles	Our managing director	£2,650
1973 130/4	1973 (L) Yellow silver rad o, HRW	
Mag, 12,000 miles only		£2,295
+25 130 S 1973	Twin cam silver rad o HRW	
mag		£2,325
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cammetal Rad o mag wheels		£2,250
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ad o 1 owner 300 miles		£2,108
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ELAN S4 SE FHC 1971	Blue Rad o 1 owner	£1,295
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Finished in burnt sand		
EUROPA S2 1970	Yellow radio alloy wheels	
com m page		£1,075
PORSCHE 911S	Finished in orange. 1970 28,000	
miles only 1 owner rad o stereo		£3,395

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(54729)

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White blue

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chrome w/res Rad mob 8 HRW etc  
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1 Crossflow head, suitable F/F, £25  
1 pair of 'D' Jaguar camshafts, £20 pair  
1 649 camshaft BMC, £10  
Various other engine spares. All cheap

1 250cc Montessa engine, 5-speed box, in as new condition. Complete exhaust, carb etc, £100

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C1595. Formula B Royale RP II spec Monocoque. This car has done only a few practice laps. It has a "full house" Vegantune Formula B engine that is only a few months old (cost more than the whole car), 5-speed Mk B gearbox with LSD. The whole car is so new and although to American Formula B spec, would make a very competitive car. Aerofoil, Gravinger system, slicks etc etc.

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FOR SALE now in excess of one of better One 75 1960 March  
the big 2000 cc and 1000 cc of fuel Locomotive 1000 cc  
This car was being sold for a competitor in the 1000 cc  
But it was surplus as sponsorship has been withdrawn and the  
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MARCH 721E Bag Bag used in F500 near end Chevrolet and Q6  
form and also new year to end A new parts  
MARCH 721 F125000 Basse No 1  
The above car is filled with three and four house engines  
D 30 Mk 2 good tires Except a small wheel with a and new  
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Ro ng chassis March 703 Spec y modified for Atlantic Bag tanks  
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FF A and Mk 72 Very clean and ready to race. At 1850 Realing  
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 high performance \$50. Set new GM complete  
 high performance rods \$40. Hendon M4 & F/F  
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Vented discs 12 1/2 in dia. All types of Ford 8 1/2 in dia. Oil and water red starts to suit all types of acetylene tanks \$20-\$35 each Big bag tanks \$23 D) anal water tanks, or of catch tanks From \$3 each A) of copper, suit F) anal sports cars etc. G) ring \$13-\$20 pair Hawke Super Vee chassis, \$50 each to clear

## WANTED

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Any Homestead geasba for to bright for cash must  
be in good cond. in B&M 2 to 40 scores T C  
Climate FPS 225 be any condition but must be  
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1944 FORD MUSTANG, F4C Red, white 2nd. White Vinyl roof.  
733 V8 PAS and brakes, radio, etc. 1936 or P/E's. Single speaker

AUSTIN DIESEL TRANSPORTER \$3,499 ty w/ ramps room for two L.S. 1st & 2nd gh w/ air ne points bench bunks etc 1600 Toned at price 125 p.h.



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MARCH 725 Eo Jody Schmitt-Lucky Strong sports cars Chromis  
Be 2 ebl ut tng now monentals whr a lke way thugh Can  
be et m h rre VB BATA end TC 200 go pilslee tw N cam  
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1944 70's March Prototype F7 box chassis new ng comb drive with  
 1st of 7 gears in mesh on m with the side of front reds.  
 m 1st of 750 March 9A Monoposto H1 2 mlt ear roll no  
 chassis 4430.

MARCH 12A. El Canum River chests being rebu... using in de  
bated supply... in 73A spot in the camp or could be supplied with  
of 1000 lbs.

## GEARBOXES

DG 3004 Mfr 1 and Mfr II \$300 each LG 600 B and new 1275 LG 600 New less 90 per cent new parts \$245.  
Mfr 1 Ford rebu in good condition Washam 18  
new 1250 LG 200 Mfr I good condition  
superior brand new unit \$300 - also Renault type 330  
brand new suit FRP for Monopole H 40 per cent, \$30  
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ram for Chevrolet 302 new head \$40 each

Feed crossbow exhausts in each Chee F5000 exhaust system. Dampers new and to old hand in a 1/2" and 1/4" and 1/8" and 1/16" and 1/32" and 1/64" and 1/128" and 1/256" and 1/512" and 1/1024" and 1/2048" and 1/4096" and 1/8192" and 1/16384" and 1/32768" and 1/65536" and 1/131072" and 1/262144" and 1/524288" and 1/1048576" and 1/2097152" and 1/4194304" and 1/8388608" and 1/16777216" and 1/33554432" and 1/67108864" and 1/134217728" and 1/268435456" and 1/536870912" and 1/1073741824" and 1/2147483648" and 1/4294967296" and 1/8589934592" and 1/17179869184" and 1/34359738368" and 1/68719476736" and 1/137438953472" and 1/274877907344" and 1/549755814688" and 1/1099511629376" and 1/2199023258752" and 1/4398046517504" and 1/8796093035008" and 1/17592186070016" and 1/35184372140032" and 1/70368744280064" and 1/140737488560128" and 1/281474977120256" and 1/562949954240512" and 1/1125899908481024" and 1/2251799816962048" and 1/4503599633924096" and 1/9007199267848192" and 1/18014398535696384" and 1/36028797071392768" and 1/72057594142785536" and 1/144115188285571072" and 1/288230376571142144" and 1/576460753142284288" and 1/1152921506284568576" and 1/2305843012569137152" and 1/4611686025138274304" and 1/9223372050276548608" and 1/18446744100553097216" and 1/36893488201106194432" and 1/73786976402212388864" and 1/14757395280442477728" and 1/29514790560884955456" and 1/59029581121769910912" and 1/118059162243539821824" and 1/236118324487079643648" and 1/472236648974159287296" and 1/944473297948318574592" and 1/1888946595896637149184" and 1/3777893191793274298368" and 1/7555786383586548596736" and 1/15111572767173097193472" and 1/30223145534346194386944" and 1/60446291068692388773888" and 1/120892582137384777547776" and 1/241785164274769555095552" and 1/483570328549539110191104" and 1/967140657099078220382208" and 1/1934281314198156440764416" and 1/3868562628396312881528832" and 1/7737125256792625763057664" and 1/15474250513585251526115328" and 1/30948501027170503052230656" and 1/61897002054341006104461312" and 1/123794004108682012208922624" and 1/247588008217364024417845248" and 1/495176016434728048835690496" and 1/990352032869456097671380992" and 1/1980704065738912195342761984" and 1/3961408131477824390685523968" and 1/7922816262955648781371047936" and 1/15845632525911297562742095872" and 1/31691265051822595125484191744" and 1/63382530103645190250968383488" and 1/126765060207290380501936766976" and 1/253530120414580761003873533952" and 1/507060240829161522007747067904" and 1/1014120481658323044015494135808" and 1/2028240963316646088030988271616" and 1/4056481926633292176061976543232" and 1/8112963853266584352123953086464" and 1/16225927706533168704247906172928" and 1/32451855413066337408495812345856" and 1/64903710826132674816991624691712" and 1/129807421652265349633983249383424" and 1/259614843304530699267966498766848" and 1/519229686609061398535932997533696" and 1/1038459373218122797071865995067392" and 1/2076918746436245594143731990134784" and 1/4153837492872491188287463980269568" and 1/8307674985744982376574927960539136" and 1/16615349971489964753149855921078272" and 1/33230699942979929506299711842156544" and 1/66461399885959859012599423684313088" and 1/132922799771919718025198847368626176" and 1/265845599543839436050397694737252352" and 1/531691199087678872100795389474504704" and 1/1063382398175357744201590778949009408" and 1/2126764796350715488403181557898018816" and 1/4253529592701430976806363115796037632" and 1/8507059185402861953612726231592075264" and 1/17014118370805723907225452463184150528" and 1/34028236741611447814450904926368301056" and 1/68056473483222895628901809852736602112" and 1/136112946966445791257803619705473204224" and 1/272225893932891582515607239410946408448" and 1/544451787865783165031214478821892816896" and 1/1088903575731566330062428957643785633792" and 1/2177807151463132660124857915287571267584" and 1/4355614302926265320249715830575142535168" and 1/8711228605852530640499431661150285070336" and 1/17422457211705061280998863322300570140672" and 1/34844914423410122561997726644601140281344" and 1/69689828846820245123995453289202280562688" and 1/139379657693640490247990906578404561125376" and 1/278759315387280980495981813156809122250752" and 1/557518630774561960991963626313618244501504" and 1/1115037261549123921983927252627236489003008" and 1/2230074523098247843967854505254472978006016" and 1/4460149046196495687935709010508945956012032" and 1/8920298092392991375871418021017891912024064" and 1/17840596184785982751742836042035783824048128" and 1/35681192369571965503485672084071567648096256" and 1/713623847391

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(77106)



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(P55714)

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Successful race-winning car, BRM engine, Hewand Mk 8 Spare ratios wheels, tyres, car cover and other extras

£850 required. Cash or terms

All enquiries direct to sponsors at 01-235 0231/5891 or Norwich 712009 (weekends) View London.

(77070)



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(78905)



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Ask for Cedric Bell.

(P18982)



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2-litre GT car Gold/blue. As raced by Brian Hart/Jeremy Lord/Gerry Marshall. Fitted with Hart fully modified Vauxhall 2-litre engine, carbon fibre bodywork, bag tanks (foam filled), overdrive, limited slip diff, etc. Built regardless of cost. As only full race example must surely appreciate and be very competitive. Make superb road, hill-climb, or Motoring News contender. £1950. Hire purchase arranged. Any road or racing car taken in part-exchange. Apply: Spencer Elton, Highfield, Leigh Road, Westbury, Wilts.

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73



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(74043)



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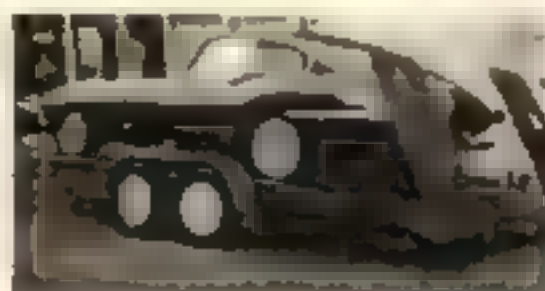
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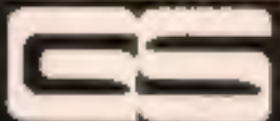
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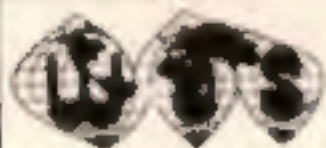
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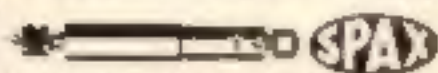


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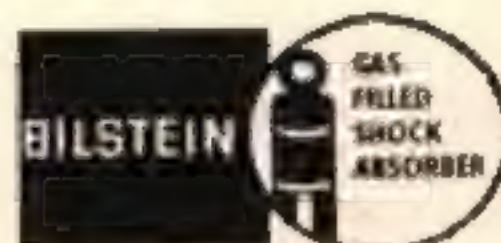
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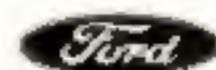
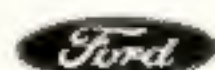
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